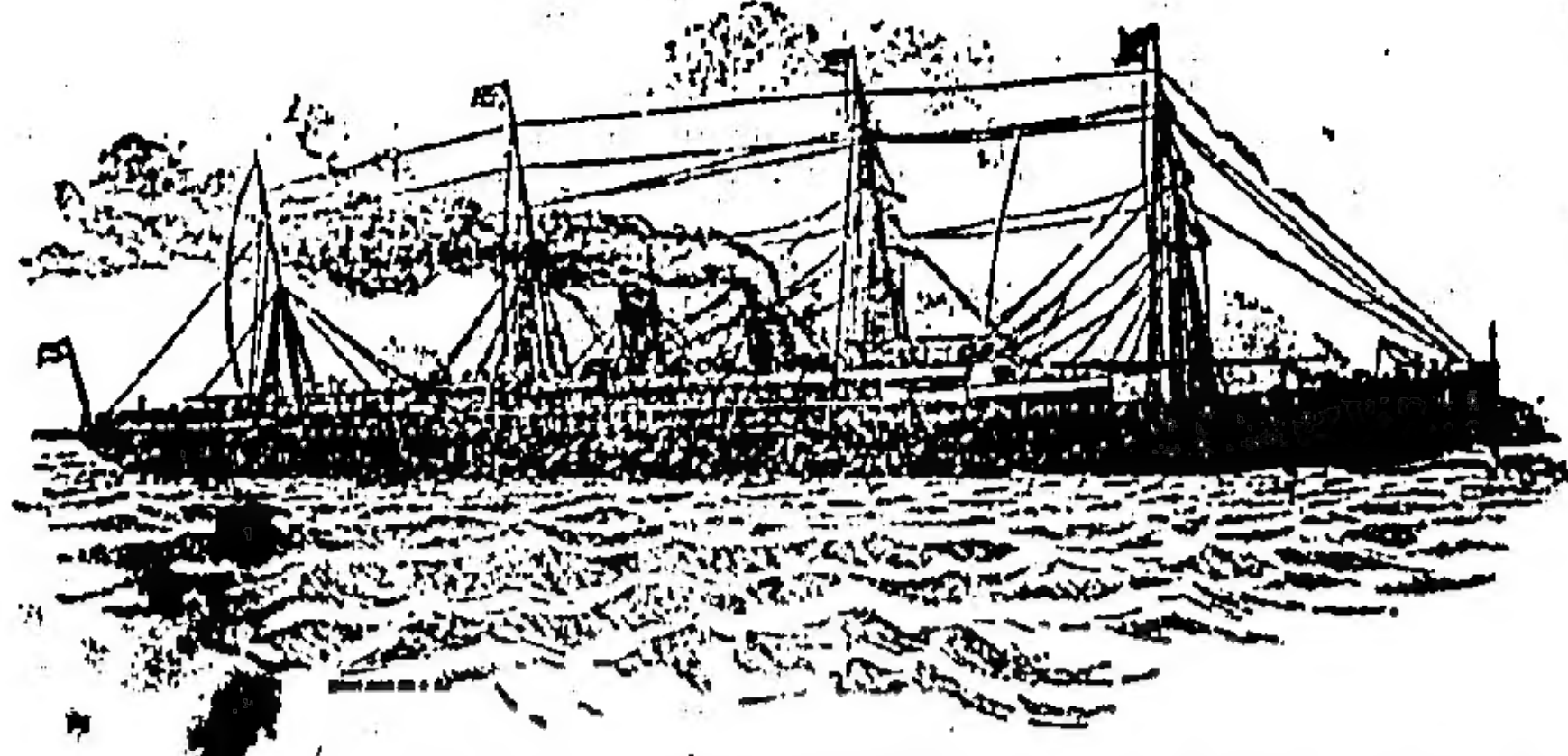


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	4,784 Gross Tons...	FRIDAY, 29th January, at Noon.
"SIBERIA"	11,284 " "	SATURDAY, 13th February, at Noon.
"CORIOL"	4,352 " "	TUESDAY, 23rd February, at Noon.
"KOREA"	11,276 " "	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205 " "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 " "	TUESDAY, 5th April, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 29th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are continued and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Panama, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-of-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

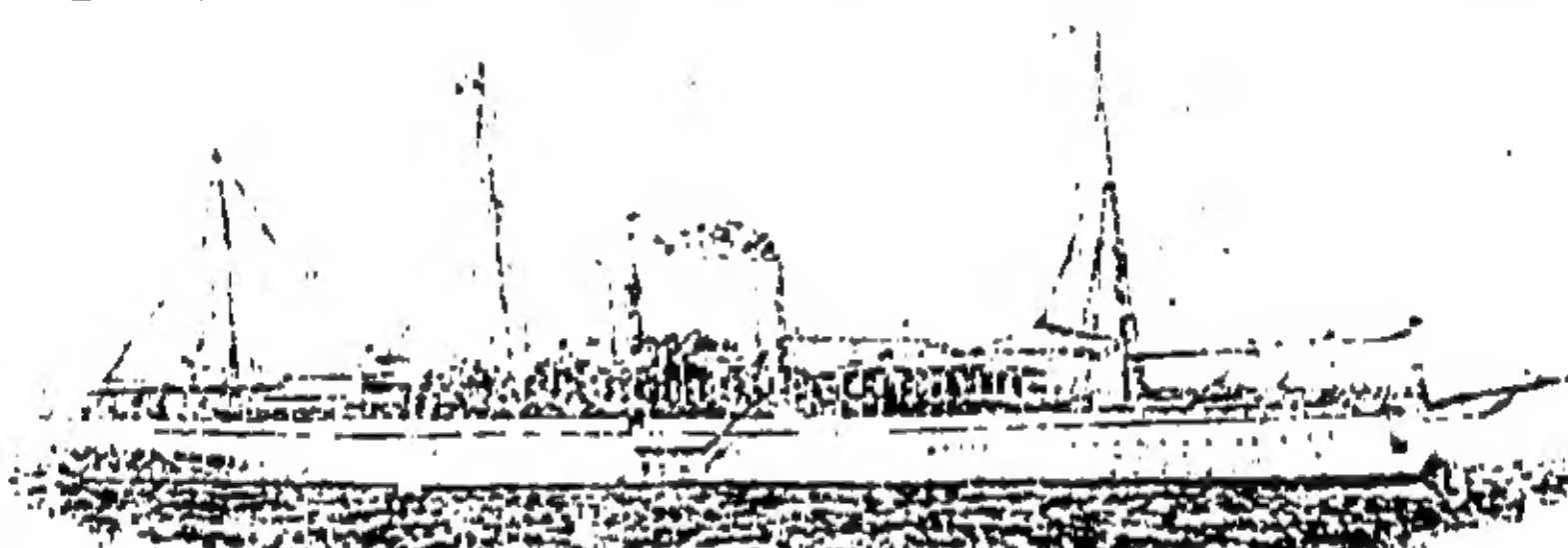
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 20th January, 1904.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).		
R.M.S. "ATHENIAN"	3,882 Tons.	WEDNESDAY, 27th January.
"EMPRESS OF INDIA"	6,000 " "	WEDNESDAY, 10th February.
"TARTAR"	4,475 " "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN"	6,000 " "	WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000 " "	WEDNESDAY, 23rd March.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

The magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

9, Pedder Street.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers
WURZBURG	HAVRE, BREMEN and HAMBURG.	29th January.	Freight and Passengers
v. Binzer	(Calling at SINGAPORE and PENANG.)		
ALESIA	HAVRE and HAMBURG.	6th Feb.	Freight.
Schnefeldt	(Calling at SINGAPORE and COLOMBO.)		
C. FERD. LAEISE	HAVRE and HAMBURG.	27th Feb.	Freight.
Sachs	(Calling at SINGAPORE and PENANG.)		
SITHONIA	HAVRE and HAMBURG.	8th March.	Freight.
Hildebrandt	(Calling at SINGAPORE and COLOMBO.)		
SAMBIA	HAVRE and HAMBURG.	22nd March.	Freight.
Schmidt	(Calling at SINGAPORE and PENANG.)		
ANDALUSIA	HAVRE and HAMBURG.	5th April.	Freight.
v. Dehnen	(Calling at SINGAPORE and COLOMBO.)		

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 18th January, 1904.

GO TO THE

KOWLOON HOTEL, KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	3,361 tons.	Captain H. D. Jones.
"PU-YAN"	3,338 " "	G. F. Morrison, R.N.R.
"FATSHAN"	3,260 " "	A. W. D. M.
"HANKOW"	3,073 " "	C. V. Lloyd.
"KINSHAN"	3,860 " "	J. J. Lussigny.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain W. E. Clarke.
------------------------	-------------	-----------------------

Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12:30 P.M.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"

219 tons. Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"

588 tons. Captain B. Branch.

"NANNING"

569 " " " " C. Burchart.

"TAK HING"

518 " " " " R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation, and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.



NOTICE.

IT is hereby notified that on and after TO-MORROW, the 27th instant, the PORTION OF PRAVA EAST extending from BOW RINGTON CANAL to EAST POINT will be CLOSED to wheeled Traffic. The Section from No. 2 POLICE STATION to BOW RINGTON CANAL, which is at present CLOSED, will be RE-OPENED to wheeled Traffic on the same Day.

W. CHATHAM,

Director of Public Works.

Public Works Department,

Hongkong, 26th January, 1904.



WAR DEPARTMENT NOTICES.

TENDERS will be received at the WAR QUARTERS OFFICE, Fletcher Street,

until 12 o'clock NOON, on MONDAY, 15th FEBRUARY, 1904, for the Undermentioned SUPPLIES and SERVICES, for the PERIOD of TWELVE MONTHS from 1st APRIL, 1904.

1. Hospital Supplies and Medical Comforts.

2. General Supplies and Provisions.

3. Coal, Wood, Oil, Scavenging, and other Barrack Supplies and Services.

4. Washing.

5. Transport Services, (Supply of Launches, Junks, Coolies, &c.)

6. Forage.

Forms of Tender, and any Particulars can be obtained on Application to this Office either Personally or by Letter, addressed to the OFFICER COMMANDING ARMY SERVICE CORPS, between the Hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up, signed and dated, and no Tender will be noticed unless delivered upon the proper Form at the HEAD QUARTERS OFFICE by 12 o'clock NOON on the above Date, in a Closed Envelope, marked "TENDER" on the outside.

The Right to reject any or all Tenders is reserved.

Head Quarters Office,

Hongkong, 25th January, 1904.

[16]

THE AMERICAN SYSTEM

OF

DENTISTRY.

DR. M. H. CHAUN,

27, DES VOUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 2nd January, 1904.

[18]

OWNERS OF HOUSES situated in the

Eastern Division of the City of Victoria

and in the Eastern Division of Kowloon are

herby notified that under No. 5 of the Domestic

Cleanliness and Ventilation By-laws any

Domestic Building or part of such Building

which is occupied by members of more than one

family shall, unless specially exempted by the

Board, be LIMEWASHED and CLEANSED

throughout the satisfaction of the Board

during the months of JANUARY and FEBRUARY.

The Sanitary Board being convinced of the

necessity of Cleanliness in its efforts to stamp

out Plague, is determined to rigorously pro-

secute any owner in default after the 29th

FEBRUARY.

NOTE:—The Boundaries of the above Dis-

tricts have been ALTERED and are now as

follows:—

THE EASTERN DIVISION OF THE

CITY IS BOUNDED ON THE WEST BY

GRAHAM STREET AND ENICOTT

STREET.

The Eastern Division of Kowloon is bounded

on the West by Robinson Road and a Straight

Line drawn from the North end thereof through

the Yau-mat reservoir to the Northern boundary

of Kowloon.

By Order,

G. A. WOODCOCK,

Secretary.

Sanitary Board Office,

4th January, 1904.

[19]

DEUTSCHE WEINGESSELLSCHAFT

DUHR & CO., COELN.

STOCK ON HAND OF

AHRBLEICHART, a red Abr Wine at \$18.50

GRAACHEIK, Moselle " " at \$ 6.50

LAUBENHEIMER, Hock " " at \$15.00

All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.

Hongkong, 20th January, 1904.

[154]

TUBORG BEER.

A FIRST Class PILSENER BEER

is guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$15.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1904.

[14]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 614 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

THE HONGKONG LAND RECLAMATION CO., LIMITED.

NOTICE is hereby given that the THIRD ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICE, Victoria Buildings, TO-MORROW, the 27th January, 1904, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1903.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, the 21st January, to WEDNESDAY, the 27th January, both days inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Secretary.

Hongkong, 26th January, 1904.

[147]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE is hereby given that the SIXTEENTH ORDINARY MEETING of SHAREHOLDERS in this

RUSSIANS IN MANCHURIA

THE JAPANESE IN KOREA.

Reuter's representative has had an interview with Mr. J. W. Davidson, United States Consul at Formosa, who has just arrived in England, after a four months' tour in Manchuria and Korea. The journey, which was undertaken primarily for the purpose of studying the Siberian, Manchurian, Korean, and Chinese railway systems, was of a most important character, and has yielded an immense quantity of valuable data, which will shortly be published. Every assistance was given to Mr. Davidson, who had a special saloon car, which was stopped wherever he pleased. The Consul did not confine himself to the railway route in Manchuria, but visited every city and village of importance in the whole country.

"There are," he said in reply to questions, "many misconceptions about Manchuria, and while much has been written about the Manchuria of a few years ago, there has been so far little opportunity for the public to know the real facts connected with the Manchuria of today. It has been said that Manchuria could not of itself support an army of occupation, but as a fact the development of the wheat and beef industries has been so rapid that within a very short time the country will be independent of all outside sources for both food and beef. Another mistake is that the Russians are erecting permanent buildings in places away from the railway. In all my travels I found but one building—viz, the Russo-Chinese Bank at Tsitsihar—which could at all be regarded as a permanent structure.

KOREA, NOT FORMOSA, THE NATURAL OUTLET FOR JAPANESE.

Asked as to Russia's position in Manchuria, Mr. Davidson replied:—

"I must keep away from politics, and can only say this, that the general impression I gathered was that Russia would give Japan a free hand in Korea in return for similar privileges in Manchuria. There is an idea that the natural outlet for Japanese surplus population is Formosa, but this can never be. Formosa is a tropical country, and the large Chinese population is supported entirely by agriculture. Japanese are unable to work in the fields exposed to the tropical sun, and the fact is that during the eight years of Japanese occupation the Japanese population has grown but little, there being at present, exclusive of the military, only some 40,000 subjects of the Mikado in the whole island, and there is very little likelihood of this number increasing. On the other hand, Korea is the natural outlet for Japanese surplus population for two reasons. The climate is more like that of Japan, and the dullness and comparative stupidity of the average Korean enables the Japanese to compete more favourably with him than with the keen and industrious Chinaman of Formosa. The result is that even at present more Japanese are in Korea than there are in Formosa.

RUSSIA'S STRENGTH IN MANCHURIA.

"Regarding Russia's strength in Manchuria, every place of importance on and off the railway is held by troops, whose number, inclusive of the garrison of Vladivostok, is not less than 200,000.

"It is a fact that the Russians are occupying every city of even the most trifling importance in Manchuria, but except for a few immigrants who have commenced farming on a very small scale near Hailar, the old Mongolian capital in Northern Manchuria, there is no evidence of any attempt to bring immigrants into Manchuria for the purpose of the occupation of agricultural lands. There is a spirit of commercial unrest as to the future of the country. I found in the remotest cities that the Russian shopkeepers were very doubtful as to the duration of the occupation, so much so that they refused to invest heavily in commercial enterprises. The Russian position along the line of railway is, however, quite another matter, and splendid cities are springing up along the track. From a commercial standpoint Harbin is the foremost. But three years old, this place has a Russian population exceeding 40,000, and in its rapid growth and general social conditions resembles very closely a "boom" mining town in America. With its large flour mills, its important wholesale establishments, and its accessibility which will make it in a few years only the greatest market of Manchuria, it is in my opinion one of the most important cities of the Far East. Here an administrative building is being erected at a cost of £100,000. There is a commercial school costing £50,000, a technical school costing £35,000, and eight other schools for teaching Chinese, Russian, and Russian-Chinese. Harbin will be the great railway centre for all Manchuria, and engine shops costing £250,000 are in course of erection. A hospital, open to all nationalities, is being built for £40,000.

PORT ARTHUR'S ATTRACTIONS.

"The new town of Port Arthur is being constructed on lines which will make it the most attractive residential city in China. The Government Board requires that every building erected shall have architectural beauty, and the Chinese are not permitted to live or build in the new town. The result is that the city, which already has a population of 20,000, is one of exceptional beauty. It has often been reported that Admiral Alexieff favoured Port Arthur, and that Dalny would therefore lose its commercial importance. On this point the Russian Viceroy himself told me that he had encouraged the construction of retail shops in Port Arthur so that the soldiers might be able to buy in a cheap market. It was, however, his intention that Dalny should be the great commercial and manufacturing city, and all applicants who wished to erect factories in Port Arthur were always told that they must be built at Dalny. One point that will favour the eventual success and prosperity of Dalny is that the Custom House will be established there or close by, and that while the Government can at any time move Port Arthur to all it always remains open.

PROSPECTS OF BRITISH AND AMERICAN TRADE.

Turning to the outlook for British and American trade in Manchuria, the Consul said:—

"The occupation of Manchuria by Russia will not so seriously affect British trade as American trade, for the reason that the products at present shipped into Manchuria from England are not largely produced in Russia, whereas, in the case of American goods the four principal items are those of which Russia is a natural and large producer. These things are kerosene oil, cotton goods, flour and lumber. The Russo-Chinese Bank has taken an agency for all Manchuria for Russian oil, and as there are branches in all the principal cities which practically control the banking business of Manchuria, they are naturally able to give more favourable treatment to their customers.

"The production of wheat in Manchuria is increasing to a phenomenal degree. It is much cheaper than the wheat of America or Russia proper, and its manufacture into flour is very profitable; consequently flour mills are springing up everywhere, and the city of Harbin alone will from the beginning of 1904 produce 800,000 lb. of flour daily.

"It is consequently necessary for America to develop her trade along entirely new lines. The occupation of Manchuria has created a market for machinery and stores which can be supplied to advantage from America. The Russians will undoubtedly teach Chinese the use of modern agricultural machinery, and there must then arise a great demand for agricultural machinery which America should be able to supply.

"One trade created by the Russian occupation is the beer trade. This has gone entirely to America, for only American beer is consumed in Manchuria."

Notices of Firms.

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept RISKS against FIRE at CURRENT RATES.

SIEMSEN & CO.
Hongkong, 1st January, 1904.

NOTICE.

THE PARTNERSHIP hitherto existing between Myself and Mr. JOHN HASTINGS having been dissolved by effluxion of time, my Business will in future be carried on under the Firm Name of DEACON, LOOKER and DEACON.

VICTOR H. DEACON.
10, QUEEN'S ROAD,
Hongkong, 1st January, 1904.

Hotel.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902.

For Sale.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Napkins of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd January, 1904.

Masonic.

ROTHEN MARK LODGE,
No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, 27th January, at 8.30 for 9 P.M. precisely. Visiting Brothers are cordially invited to attend.
Hongkong, 20th January, 1904.

Intimations.

YOU WILL NOT BE DECEIVED.

That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The effective remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to plain people. It is beyond price in Anemia, Scrofula, Weakness and lack of Nervous Tone, Wasting Diseases, Bronchitis, La Grippe, Lung Troubles and Impurities of the Blood. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalie, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive. It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. 'You cannot be disappointed in it.' Like all good things it is imitated. Sold by chemists throughout the world and A. S. Watson & Co., Limited.

THE ROBINSON PIANO CO. LTD.
HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS

AND

BABY ORGANS

GUARANTEED FOR CLIMATE.

THE NEWEST

RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES

REPRODUCTION OF THE HUMAN VOICE

SHIPS PIANO PLAYERS

\$450

CASH OR CREDIT

Hongkong, 6th January, 1904.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR
AND GENERAL COMMISSION AGENTS.
16, DES VŒUX ROAD CENTRAL,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAMLERS PATENT MOTOR
LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 15th December, 1903.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	16.00
Six ".....	27.50
Twelve ".....	53.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	\$ per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS.

CIRCULARS,

EXTRACTS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO REGULATION.

STEAMERS.	DESTINATIONS.	DATE OF DEPARTURE.
KUMANO MARU.....	{NAGASAKI, KOBE and YOKO}	WEDNESDAY, 27th Jan., at 4 P.M.
C. H. Butler.....	HAMA.....	Do.
TAMBA MARU.....	{KOBE.....}	WEDNESDAY, 27th Jan., at 4 P.M.
J. W. Wale.....	{KOBE and YOKOHAMA.....}	FRIDAY, 29th Jan., at Daylight.
HITACHI MARU.....	{KOBE and YOKOHAMA.....}	FRIDAY, 29th Jan., at Daylight.
AKI MARU.....	{VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....}	TUESDAY, 9th Feb., at 4 P.M.
J. W. Ekstrand.....	{BOMBAY, VIA SINGAPORE and COLOMBO.....}	TUESDAY, 16th Feb., at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamships. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA

1st Jan. 1904.

Hongkong, 22nd January, 1904.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
MALTA, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, FLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE H.E. Steamship

"BENGAL,"

Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 30th instant,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London,
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until
p.m. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 18th January, 1904.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN,
KOBE AND YOKOHAMA,
FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY
COMPANY.

Steamers.	Tons.	Captains.	1904
Olympia.....	2,837	A. Dixon.....	Feb. 11
Shamrock.....	9,606	W. M. Smith.....	Feb. 19
Tacoma.....	2,812	M. Ridley.....	Feb. 26
Victoria.....	3,502	J. Truebridge.....	Mar. 15
Trenton.....	9,606	T. W. Garlick.....	Mar. 25
Olympia.....	2,837	A. Dixon.....	April 27

† Cargo only.
Steamers marked (*) have no second-class
passenger accommodation.

The attention of passengers is directed to
the very cheap rates offered by this line to the
Pacific Coast and to the Interior and Eastern
Cities of the United States and to Europe.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports and to the Principal Cities in the
United States and Canada.

For further Information as to Freight or
Passage, apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 16th January, 1904.

To be Let.

TO LET.

TWO ROOMS suitable for OFFICE use,
Entrance from Ice House Street.

Apply to—

SECRETARY,
MASONIC HALL.

Hongkong, 20th January, 1904.

TO LET.

FIRST and SECOND FLOORS of No. 34,
QUEEN'S ROAD CENTRAL, opposite the
GENERAL POST OFFICE, after MARCH 31st,
1904, at present occupied by Messrs. POWELL
& Co. and the COSMOPOLITAN HOUSE. This
House is especially suitable for people who are
seeking places for Hotel purposes.

Please apply to—
YEE SANG FAT,
at the above Address.
Hongkong, 27th December, 1903.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1894.

Consignees.

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE H.A.L. Steamship

"SITHONIA,"

Captain Hildebrandt, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 28th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th instant, at 5 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 22nd January, 1904.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GERA,"

of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 1st February, will be subject

Intimations.



WATSON'S SEASONABLE SPECIALITIES.

WATSON'S BALM OF ANISEED

Gives immediate relief and quickly cures all cases of Cough both in Adults and Children.

WATSON'S WHITE EMBROCATION.

Sportsmen will find this a first-rate remedy for Sprains and Bruises. In cases of Rheumatism, Chest affections and pains in the limbs, its application has a most soothing and comforting effect.

WATSON'S OTTO OF ROSE COLD

CREAM is a pleasant cure for Chapped Lips and Rough and Chafed Skin, so often experienced in the cold weather here.

A. S. WATSON & Co., LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd January, 1904.

TELEPHONE NO. 25.
CABLE ADDRESS: "WATSON," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣

17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. CODE, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.
On the 22nd January, at 6, East Avenue, Kowloon, the wife of Captain M. COURTNEY, of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 26, 1904.

LOCAL AND GENERAL.

THE French gunboat *Alouette* arrived from the North to-day.

OFFICIAL returns, showing the number of cases of communicable diseases which have occurred in the Colony during the week ending the 23rd January, mention one non-fatal European case only (diphtheria).

THE launching of the river s.s. *Lin Tin*, built to the order of the West River Steamship Company, will take place from the Hongkong and Whampoa Dock Co.'s Kowloon establishment on Thursday afternoon next.

At a regular meeting of the United Mark Lodge No. 419 E.C., held on the 25th instant Bro. W. H. Woolley, was elected W. M. Bro. J. F. Freesley, Treasurer, and Bro. J. Vanstone, Tyler, for the ensuing year.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
East Asiatic Trading Co. ... \$25

THE imports of France for the eleven months of last year increased by about 256,000,000 francs, while the exports decreased by 32,000,000 francs. This ought to be a matter of consideration for Mr. Chamberlain's supporters, seeing that France is a Protectionist country.

MR. E. A. Hewett, courteously informs us that the address from the Hongkong community to Sir Henry Blake has now been bound and will be forwarded to Ceylon by next English mail. Persons desiring to see the same can do so on application to the offices of the Peninsular and Oriental S. N. Co.

THE s.s. *St. Bede*, from New York and Algiers, for Aden, Singapore, Manila, &c., arrived at Suez on December 15, leaking badly, having struck the canal bank. There were twenty-one feet of water in the forepeak, six feet in the forehold and three feet in the second hold of the vessel. Divers had been engaged to examine her.

A WASHINGTON telegram to the Manila *Cablenews* states that Senator Morgan has introduced a bill in the Senate, asking the government to annex Panama, thereby obviating a number of the most obtrusive difficulties, and possibly effecting a considerable money saving. The canal partisans regard the bill as a "joker" or obstructionist move.

THE *Sin Wan-pao* says that on the 11th instant the Chinese Government decided to take up a firm stand against Russia and wired to Yang Chu, the Chinese Minister at Tokyo to confer with the Japanese Foreign Minister on the subject. If Japan will express approval of China's action China would dispatch a special envoy to Japan to confer further in the matter.

A TELEGRAM from London to the *Siji Shimo* gives an epitome of an article in the *Novoye Vremya*. The Russian journal, having noted that a tendency exists in some quarters of France to deny the extensibility of the Franco-Russian alliance to the Far East, goes on to declare that Japan entertains aggressive designs against France's Indo-Chinese possessions, and to incite the French to seize Formosa should war break out.

WE understand that the dramatic company of H.M.S. *Vengeance* intend giving a variety entertainment at the Theatre Royal on three evenings early in the coming month. Several first-class boxing matches will be a feature of the programme and are now being arranged by the management who had charge of the recent Navy and Army contests. "Prof." Miller, of the *Vengeance*, has promised to give a thoroughly up-to-date demonstration of hypnotism, and the band of the ship will be in attendance at each performance. Further particulars will be announced at a later date.

A MOST enjoyable evening was spent yesterday by nearly 400 friends of Mr. Li Hong Mi, the popular and high-respected interpreter of the Land Court, on the occasion of the marriage of his son, Li Kwok Leung. Dinner was first served at the Hang Fa Lau, Queen's Road, and was attended by several of the leading Chinese gentlemen of Hongkong besides many members engaged in the legal profession. After a pleasant three hours had been spent in the orthodox manner, the company adjourned to Mr. Li's residence in Hollywood Road where they had the pleasure of an introduction to his charming step-daughter.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

LAST night at 6.30 o'clock St. Andrew's Hall was filled with a numerous congregation of Chinese Christians, who had assembled to hear from Bishop Ridley of Caledonia an address, concerning the progress of the G. spel among the Indian tribes in his extensive diocese. The Bishop of Victoria presided and was accompanied on the platform by Chinese and non-Chinese representatives of different Churches and Missions. The Chairman introduced Bishop Ridley. Mr. J. Dyer Ball interpreted into Cantonese with clearness and force a speech replete with incident, illustration and reminiscences. Bishop Ridley portrayed in a felicitous and striking manner the conditions of missionary service among the Indian tribes and his address was of a kind to compel conviction in the minds of those present.

THE CRISIS.

THE "ROSETTA MARU" CHARTERED.

Through the courtesy of the Toyo Kisen Kaisha we are informed that the *Rosetta Maru*, which has been running on the regular line between this port and Manila for several years past, and is well known to the majority of Hongkong residents, has been taken over by the Japanese Government. It is announced that one or more substitutes will take her place shortly. This is the sixth of this Company's steamers, plying to this port, that has been chartered by the authorities at Tokio within the last few days. Though not a new boat, the *Rosetta Maru* will undoubtedly prove a useful acquisition to the fleet of Japanese transports now mobilising, for she has the reputation of being a most speedy vessel, her average steaming power being 14 knots. The good wishes of numerous friends in Hongkong will accompany her Commander, Captain H. S. Smith, in his new capacity as skipper of a transport.

A NAVAL LIEUTENANT'S FURNITURE.

In March of last year, Lieut. G. Spicer Simson, of the surveying ship *Waterwitch*, proceeded to England on the *Europa*, and before leaving offered Capt. G. Gotsche a part of his furniture. Capt. Gotsche agreed to buy it for \$350, but the contract subsequently fell through, with the result that the furniture was put up to auction and realised \$19. In the Supreme Court, this morning, Lieut. Simson, through his solicitor, Mr. H. K. Holmes, sued Capt. Gotsche for \$211, amount lost by reason of the furniture being sold at auction. Mr. J. Hastings represented the defendant and, after argument, before the Puisne Judge secured a verdict in his favour, with costs.

THE STAMP ORDINANCE.

CRITICISMS IN COURT.

"There is something grossly negligent on somebody's part," said the Puisne Judge, Mr. A. G. Wise at the Supreme Court this morning, when an application under the Stamp Ordinance was brought to his notice. "I don't know whose it is," he continued. "I don't think it is you, Mr. Bowley; but there is something negligent in the way they run this *Gazette*—the way they put in entries. I should like to know who it is." The question arose on the hearing of a summons taken out by way of appeal in respect of an application of the part of Ogden, Limited, that the assignment of a trade mark to the British-American Tobacco Company, Ltd., be introduced to be correctly stamped with *ad valorem* duty of 50, the consideration of £100 not being nominal.

Mr. J. Harston (Messrs. Ewens and Harston) appeared for the appellant, and Mr. F. B. L. Bowley, Crown Solicitor (Messrs. Dennys and Dowley) represented the Treasury, the respondents. Proceeding, his Lordship said:—What the stamp collector did in this case was that to adjudge \$10 under something that is published in the *Gazette*, at page 317, of 1903. You see, first of all, it is headed, "Order made by the Governor in Council, under the provisions of Ordinance, No. 18 of 1893." It does not give any section at all. It is a matter of which I have repeatedly complained; you have to look through the whole of the Ordinance to find out that section. It proceeds, "and under section 6 of the Stamp Ordinance, 1901." You turn to section 6 of that Ordinance, and find there are seven sub-sections to it, under which you can make rules and regulations; and it is perfectly impossible for me to say under which one to do it. At the end there is a sort of general clause for the better working of this Ordinance. I don't think that is right. We want the people to give us the section and sub-section when they put it into the *Gazette*. We take the first thing, "Rule 19 of the Trade Marks Rules, 1893," is hereby amended." This does not give you much, and I look at the end of the *Gazette* and see there are lots of marks, and I just admit that I have since discovered that it is under the head of Order-in-Council. If anybody is responsible for this I wish I had him before me. It took me a whole morning to find out what you are proceeding on.

Mr. Harston then proceeded to state his case, and His Lordship interrupted saying: Your argument is that this is not a nominal, but a substantial consideration. I am with you at present, although I would like to hear what Mr. Bowley has to say on the matter.

Mr. Bowley briefly replied, pointing out that the Treasury came to the conclusion, on reading the deed of assignment that the consideration was nominal. They must have been aware that Ogden's trade mark was of very considerable value for one could not move a single step in England without seeing it. Acting on that the Treasury came to the conclusion that the £100 must have been inserted as a nominal amount.

His Lordship said the question was whether the £100 was sufficient consideration in this Colony to take out the trade mark in the *Gazette*. He was of opinion that it was substantial consideration, especially when the respondent, Ogden's Limited, was in liquidation. The appeal was accordingly allowed.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

IN CHARITY'S CAUSE.

HONGKONG BENEVOLENT SOCIETY.

ANNUAL MEETING.

The annual general meeting of the Hongkong Benevolent Society was held at the City Hall at noon to-day under the presidency of Sir William Goodman. There were also present: Mrs. May, Lady Goodman, Mrs. Gompertz, Mrs. Siebs, Mrs. Hoare, Mrs. Atkinson, Mrs. Bridie, Mrs. Swan, Mrs. Hickling, Mrs. Master, Mrs. Dick, the Revs. J. H. France, T. Wright, C. H. Hickling, W. Bridie, and F. T. Johnson.

Sir William Goodman said:—I feel it a great honour to be asked to preside again this year at the annual meeting of the Hongkong Benevolent Society. It is a society, which, in a quiet and unobtrusive way, is doing a really noble work in the Colony, and I feel myself that it only requires to be thoroughly known to the public in order that the means should be forthcoming to largely increase its sphere of influence and the public to thoroughly appreciate its work. Hongkong society is so very changing; many people come and others go, and although those who have been here for some time may know about this Society there must be others coming to the Colony who really know little of its existence, and who would like to assist it if they did. Therefore, I will read to you the objects of the Society. It is formed "for the purpose of rendering assistance in cases of sickness, want, poverty or distress arising from time to time amongst persons other than members of the Portuguese or Chinese community in the Colony." It is obvious that it would be impossible, with the means at its disposal, to deal with the innumerable cases of distress in the Chinese or Portuguese community. Indeed, those communities have their own charitable institutions which are very well supported. I was looking, the other day, through the original list of the Committee when the Society was formed, in September, 1879, and I see that none of those 12 ladies are at present in the Colony, so very changing is the society here.

Then, turning to the accounts I find that the society, during the year, has given away over \$500 more than it received from donations or subscriptions, and, indeed, from all sources whatever, including the proceeds of the concert which was given in aid of the Society. Now there are two ways of looking at the method of dealing with the funds of the Society. Some people would be in favour of trying to increase the funds so as to put the Society on a permanent basis; others may be of opinion it would be better to be liberal with the funds, and that the Society would appeal more to the public when it exhibits a good deal of faith regarding where the money was coming from next year. The year before last, I think the Society gave away a little less than it received, and rather increased its funds, and last year they adopted, what I think a right policy, because I have a great faith in the liberality of the people of Hongkong; they have only to know that a case is deserving, and the money is forthcoming. Last year the Society diminished its assets by about \$500. I may say the greatest care is taken in sifting out the cases. I believe that indiscriminate charity is really very harmful, because its tendency is, and must be, to pauperise its objects. We could conceive of no nobler an object for a society than in seeking to alleviate cases of real, bona fide distress, and this is what this society is doing. Many cases are referred to gentlemen who have taken an immense amount of trouble in endeavouring to get at the real facts of the case; in endeavouring to distinguish between the deserving, plausible, beachcomber, who does not deserve the slightest assistance, and the really deserving cases. I think we must be all very much obliged to the gentlemen who have taken the trouble of conducting the sifting process. Indeed, it is only those having charge of this work who know what an immense amount of trouble is involved in sifting the cases. In conclusion, I should like to expatiate, with a view to getting further subscriptions, that any subscriber of life member is entitled to recommend cases to the society. A subscription of \$12 a year, which can be paid either yearly or half yearly, constitutes the donor a subscriber, while a donation of not less than \$50 constitutes the donor a life member of the Society. I mention this in the hope that the Treasurer, Mrs. Atkinson, or her successor, may have the pleasure of adding new names to the list of supporters of the Hongkong Benevolent Society. (Applause.)

THE REPORT.

The Chairman read the annual report as follows:—The ladies of the Committee of the Hongkong Benevolent Society have much pleasure in submitting their report and statement of accounts, in doing so desire to thank all those who have assisted them in carrying on the work of the society. During the year 22 cases were brought under the consideration of the Committee and assistance was given in 17 cases. Over 90 other cases received relief through the Rev. T. Wright who succeeded the Rev. J. H. France on the Reference Committee and gave invaluable assistance to the society by investigating cases on its behalf and helping them when devious. Employment was found in the Colony for some of the applicants and passed on to others to various places where they had friends or promises of employment. The society is paying for the maintenance and education of 10 orphan children and monthly allowances have been made in several cases to poor and deserving people. The Hon. Sec. will be pleased to furnish further particulars to any members desirous of obtaining them. The thanks of the Committee are due to the various steamship companies for the kind way in which they have responded in appeals for reduced passages, to the local Press for their kindness in inserting advertisements at a considerable reduction, and to the Hon. H. E. Pollock, K.C., for auditing the accounts. A successful concert, arranged by the kindness of Major Chapman and Mr. Grimble, was held in September on the Volunteer Parade Ground kindly lent for the purpose. This resulted in a substantial amount being added to the Society's funds. During the year Miss Anderson, Mrs. Master and Mrs. Robertson left the Colony, and their places on the Committee were taken by Mrs. Hoare, Mrs. Bridie and Mrs. Swan. Miss Anderson was on the original committee of the society when it was founded in 1879, and she has been a most indefatigable and zealous worker in connection with it ever since. On her departure from the Colony a presentation of a silver writing table set was made to her by several members of the Society as a farewell gift and token of their appreciation of her invaluable services. Two members of the Reference Committee, the Rev. J. H. France and Capt. Anderson having resigned the Colony, and Dr. Atkinson having resigned his position, the Rev. T. Wright, the Rev.

W. Liddle and Mr. Hewett have taken their places. The following ladies retire in rotation from the Committee, but are eligible for re-election.—Mrs. Atkinson, Mrs. Hoare, Mrs. Bridie, Mrs. Swan, and Mrs. Gompertz.

ROSE GOMPERTZ,

Hon. Secretary.

January, 1904.

Sir William Goodman drew attention to the list of cases relieved during the year and, referring to several of them, observed that he could not help thinking what a very dangerous thing it was for an English woman to marry a Chinaman and then come to live in China. Each country, of course, had its own laws and its own customs. I simply mentioned the matter in order that it might be a warning to persons. In Australia they might get on very well together, but when an English woman was taken to China, her status of life was so different from anything she had been accustomed to that she was bound to be unhappy. How people were foolish enough to contract such unsuitable unions he could not conceive, such unions led to other cases relieved, and remarked that the Society was cosmopolitan in its charity and, therefore, worthy support by not only British people, but by those of other nationalities in the Colony.

The Rev. C. H. Hickling—I have very much pleasure in proposing that the Secretary's report and the Treasurer's accounts as rendered be received and adopted. It seems to me that the whole of Hongkong is under great indebtedness to this society, and especially to those who take the active management of the society in hand. I am very glad, sir, to hear your remarks concerning indiscriminate charity. I believe that most people are willing to help those who may be temporarily depressed in their circumstances, and who require more or less substantial help. In most cases it was usually the easiest thing to just, almost, fling a certain amount, more or less, to applicants as they come. It is less trouble to give a little money than it is to give time and thought and consideration. In some cases this is almost impossible, and a large amount of evil may be done with the best intention. Whereas a society of this sort, which undertakes to do its level best to avoid that evil and to help proportionately those whose needs stand revealed to those who are searching into the matter, avoids the evil, and does very substantial good. I believe that the more the work of the society is known, the more it will commend itself to the general support of the community. It is not always a good thing to have a very large balance in a benevolent society. People are apt to say the society is too well off, already and it is not for them to put their hand into their pocket. But when the income falls far below the expenditure as it has done this year, there is very good cause for appeal. I venture to think that if the facts could be put in a very compact form, and sent to those who personally are not subscribers, with an appeal for them to do their best to stop indiscriminate charity there would be a very considerable response in the way of subscribers to the society, that would put it on a good basis even more so than at present. When we speak of the work of the society we really mean the working committee, and Hongkong is greatly indebted to those ladies, as well as to the reverend gentlemen, of whom we might mention Mr. France and Mr. Wright (applause). I am sure we are very glad to see Mr. France back again at his post. Thanks are also due to the ladies, who from time to time investigate as far as possible the cases that are submitted. The whole community is indebted to these ladies and it gives one the greatest pleasure in proposing the reception and adoption of this report.

The Rev. Mr. Bridie—I have pleasure in seconding the resolution, and I feel sure that no additional words of mine are necessary. No one is waiting to be convinced of the work the Society is doing. The lucid remarks of the Chairman and those which have just fallen from Mr. Hickling prove that good work is being done by the society. I have seen a little of it and can heartily support all that has been said regarding the society.

COMMITTEE.

The following ladies were elected to the Committee: Mesdames Atkinson, Hoare, Bridie, May, Swan, and Gompertz.

At the instance of the Chairman, a vote of thanks was accorded those ladies and gentlemen whose names are mentioned in the report, and especially the treasurer, the referees and the secretary.

On the proposition of Mrs. May, seconded by Mrs. Siebs, Sir William Goodman was thanked for presiding at the meeting, and the proceedings terminated.

FREAR'S FRIVOLITIES.

ENTERTAINMENT IN HONGKONG.

Frear, the entertainer of kings, princes, maharajahs and governors in all parts of the world, will be on view in his famous entertainment on Thursday evening at the Theatre Royal. His performances must be greatly above the ordinary, or would be impossible for every country to proclaim him the very best in the business were it not so. He gives a refined and yet purely variety show, such as might be seen performed by a full company of artists in such a theatre as the Palace in London, and it is said that one must refer to the programme to be certain of the possibility of its being the same man. He presents some fourteen changes of character and costume, performing some seven different styles of dancing, and he guarantees to keep the audience in roars of laughter for two hours and a half. This is rather a tall order for one man, but he has been at it for 12 years continuously and made a great reputation for himself in Hongkong and Shanghai 10 years ago when he appeared to overflowing houses. Probably there is no public entertainer possessed of such high credentials as Mr. Frear can exhibit; testimonies have been shown by the hundred, to the effect that his is the funniest and most unique entertainment it is possible to conceive. He has been playing in the interior of Africa, Turkey, Western Australia, to audiences paying for admission 10s. and 5s. for front and back seats. He numbers among his patrons King Edward and Queen Alexandra, the King of Siam, the Sultan of Turkey, the Sultan of Johore, the Sultan of Vixangaram, rajahs by the score, maharajahs by the dozen, earls, lords, counts and governors, and a party by the courtesy title of Prince Damrong. These and such other important beings have occupied places on the front seats to have their ribbons tickled by the only Frear, and if extraordinary credentials and universal press-criticism go towards filling a house, then Frear will beat the record, ere as in other places. He is now on his third tour round the world. He is admitted to be the greatest traveller in the business, and holds the "record" for the biggest business ever known with any show. He is the brother of the celebrated Miss Louie Frear, who is to-day England's leading comedienne. All should see Frear on Thursday night, as it is seldom we get an opportunity of enjoying an entertainment with such a world-wide reputation. Seats may be booked at the Robinson Piano Co.

ELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE CRISIS.

JAPAN'S VIGILANCE.

A SPY ARRESTED.

(From Our Own Correspondent.)

YOKOHAMA, 25th January,

4.50 p.m.

The interpreter of the Naval Attaché at the Russian Legation, at Tokio, is suspected of being a spy and has been arrested.

R.N.R. MEN TO BE FETTERED.

A NATION'S GRATITUDE.

Splendid fêtes are being prepared at Moji and Tokio in honour of the crews of the two new Japanese cruisers, which are expected to arrive here early next month.

THE NEW WAR COUNCIL.

ITS FIRST MEETING.

YOKOHAMA, 26th January,

11.55 a.m.

The newly constituted War Council met yesterday at Tokio, and sat for two hours.

[A few days ago we gave in our columns the probable composition of this Council, which is as follows:—

Field-Marshal Marquis Yamagata, Field-Marshal Marquis Oyama, Admiral Yamamoto, Minister of the Navy, Lieut.-General Terachi, Minister of War, Admiral Viscount Ito, Admiral Count Katsuyama, Admiral Baron Inoue, General Count Ozu, General Baron Kuroki, General Baron Oku, Lieut.-General Baron Kodama, Rear-Admiral Ijima.—Ed., H.K. T.]

ANOTHER SPY.

A Russian spy has been arrested at Hakodate.

JAPAN DETERMINED.

REFUSES TO TEMPORISE.

The *Nichi Nichi*, a semi-official organ, declares that the Japanese Government is determined not only to refuse all offers of mediation, but it will also reject any reply from Russia that is of a temporising character.

FIRE AT POKFULUM.

GAS-WORKS MATCHED CONSUMED.

A SERIOUS LOSS.

At eleven o'clock this morning the alarm was given from the Clock Tower and the Fire Brigade proceeded with all speed to the Gas Company's premises, Queen's Road West, at Pokfulum, where a match containing a quantity of coal was in flames. The floating fire-engine, from which a hose was connected to the seat of the conflagration, was the first to get to work as the Central Brigade was handicapped by a want of pressure. Eventually, a sufficient supply of water was obtained and the burning building was deluged with streams of water. Captain Lyons, Inspector Baker and Sergeant McDonald were amongst the first to arrive on the scene and they were kept busy directing the efforts of the Brigade. At mid-day the fire was well under control and at 12.30 p.m. the conflagration was completely mastered.

The match was totally consumed and some of the coal burned. We are informed that about 1,500 tons of this mineral was rendered useless for gas-making owing to its having been soaked with salt water. The fire was started by a spark from an adjoining chimney falling on the dry grass roof of the matchshed.

SHIPPING AND MAILS.

MAILS DUE.

English (*Chuan*) 31st inst.
German (*Sachsen*) 2nd prox.
Indian (*Sulstang*) 3rd prox.
German (*Seydlitz*) 4th prox.
American (*Siberia*) 4th prox.
Tacoma (*Tacoma*) 11th prox.
American (*Coptic*) 12th prox.

The C. N. Co.'s s.s. *Anhui* left Manila to-day and is expected to arrive here on 29th inst.

The s.s. *Shawmut* left Moji yesterday, and may be expected to arrive here on 29th inst.

The T.K.K. s.s. *Rosetta* left Manila to-day, and is expected here on 29th inst.

The s.s. *Allypica* from New York left Manila for this port to-day, and may be expected here on 29th inst.

The C. N. Co.'s s.s. *Changsha* from Australia, ports left Port Darwin to-day and is expected to arrive here on 5th prox.

The P. M. S. Co.'s s.s. *Shanghai*, with mails, &c., from San Francisco, to arrive via Honolulu, arrived at Yokohama and left for this port via Island Sea, to be expected at Shanghai on 31st inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuters.)

Cabinet Council.

LONDON, 23rd January.

A protracted Cabinet Council was held in London on Saturday.

Korea Neutral.

The Government of Korea has declared neutrality in the event of war between Russia and Japan. The British Minister approves.

LATER.

Turkey and Bulgaria.

Reuter's Agency at Sofia wires news from the frontier that the Turks are rapidly concentrating numerous troops on the Bulgarian frontier.

The Turkish representative the last few days has refused to visit the passports of Bulgarians going to Turkey.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the General Chamber of Commerce held in the Chamber Room, City Hall, on Tuesday, 12th January, 1904, at 3.45 p.m.: Present:—Mr. E. C. Hewett, Chairman, Hon. C. W. Dickinson, Messrs. G. Michelau, N. A. Siebs, J. M. Smith, H. E. Tremkins, R. C. Wilcox, Hon. H. E. Pollock, K.C. (ex officio), and A. R. Lowe, (secretary). Absent:—D. R. Law, (vice-chairman) and Mr. A. G. Wood.

MINUTES.

The minutes of the meeting of the 1st ultimo were read and confirmed.

RESIGNATION OF MEMBERSHIP.

The secretary reported that Messrs. Deacon and Hastings had resigned their membership as from the 31st December, 1903.

NEW MEMBERS.

The secretary reported that the China and Japan Telephone & Electric Company, Limited, and Messrs. Deacon, Loner & Deacon had been elected to membership since the last meeting, subject to the usual confirmation by the members at the next annual general meeting.

EXPLOSIVES ON BOARD STEAMERS.

The following communication from the Government was read:

Colonial Secretary's Office,

11th December, 1903.

Sir,—In reply to your letter of the 30th ult., I am directed to transmit for the information of your Chamber the enclosed copy of instructions which have been issued by the Acting Harbour Master for the guidance of officers in his department in reference to vessels arriving in the harbour and carrying small quantities of dangerous goods.

These instructions have also been issued by the Police Officers on boarding duty who in some cases board vessels before the regular Boarding Officers of the Harbour Department.

While His Excellency the Officer Administering the Government hopes that the Chamber of Commerce will be satisfied with this relaxation of the law he has instructed me to point out that in this free port more stringency is required than at the Treaty Ports in China, which are protected by the Customs establishments and that it is necessary to keep in the hands of the proper Authorities complete control of ammunition and such like goods arriving in the Colony.—I have, etc.,

(Sd.) A. M. THOMSON,

Acting Colonial Secretary.

The Secretary, Chamber of Commerce.

(Copy.)

1. Should the vessel boarded have on board not more than 100 lbs. of Gunpowder, seven cases of Safety Cartridges, or of Acids, and the manifest be shown to the officer boarding her, he shall exempt her from going to the Dangerous Goods Anchorage, unless special circumstances render it advisable for him to consult me before so exempting her.

2. Should she have a larger quantity, 15 or 20 cases of Safety Cartridges, he may exempt her at his discretion.

3. In no case shall he so exempt any vessel having on board more than 6 cases Acids, 20 cases of Safety Cartridges, 100 lbs. of Gunpowder or any quantity of other dangerous goods.

4. He will inform me, at once, of each case in which he has granted such exemption.

5. The exemption shall not relieve the vessel of the obligation to furnish me with a copy of the manifest immediately on arrival.

6. In any case of such exemption being granted, the vessel shall also be exempted from flying the red flag.

(Sd.) Basil Taylor,

Acting Harbour Master.

8th December, 1903.

The Chairman said that the Government had not met the views of the Committee as fully as was desired, but would be well to give the new regulations a fair trial. After some discussion, it was decided to point out to the Government the necessity for the prompt boarding of vessels before coming to an anchor by the Harbour Office official, otherwise the efficiency of the new regulations would be impaired.

LICENSING OF PILOTS.

The following correspondence was read:—Hongkong General Chamber of Commerce, Hongkong, 14th December, 1903.

Sir,—I have the honour to remind you that a long correspondence passed last year between the Government and this Chamber with reference to the suggestion put forward by my Committee for the pilots of this port to register themselves with, and prove their qualifications before, a Board having the requisite authority from the Government to act.

It will be remembered that stress was laid on the fact that the pilots of to-day are of inferior calibre to their predecessors, and that there was a growing tendency amongst them to disregard and willfully ignore ordinary precautions necessary not only for the safety of the vessels in their charge whilst under way in narrow waters, but of others either at anchor or alongside the wharves.

At the request of the Government a scheme for holding Government examinations and granting certificates was drawn up by the Sub-Committee appointed (Messrs. E. A. Hewett, A. Haupt, and W. Poate), endorsed by the General Committee, and forwarded to the Government, who replied at some length to the effect that it would place the Harbour Master in an entirely false position if he had to give certificates for qualification which such Officer cannot test. The Committee, in a further report, replied that at Home and Asiatic ports this was satisfactorily managed, and that, if necessary, the Licensing Board need not be entirely composed of Government officials but might be supplemented by outside experts.

It was also pointed out that whilst there was a demand for pilots in the harbour, the Committee were against the institution of compulsory pilotage, also that the granting or refusing to grant a certificate as suggested by the Government could not be acted on by private individuals without pecuniary responsibility, which the Government would not be liable. Much to my Committee's regret, although the chief shipping firms and Agencies in the port were in favour of the proposal, the Government finally notified this Chamber on the 30th of January last that His Excellency Sir Henry Blake was unable to support the scheme.

I am now instructed to bring to your notice for the information of H.E. the Officer Administering the Government, further facts which have come to light relating to the recent prosecution by the Harbour Master of the Java-China-Japan Line S.S. *Tijpanas* for negligent navigation in the Harbour on the 24th ultimo which the Committee of this Chamber consider strengthens their contention that the pilots should be brought under the control of a properly constituted Licensing Body. It appears that this ship arrived off Lyeemun Pass at 6 p.m. on the 24th ultimo and took on board a Chinese pilot provided by the Company's stevedore, one of the leading firms of this class in Hongkong. It is worthy of mention that there were several sampans about, whose occupants were signalling with the red & white pilot flag, signifying their willingness to act as pilots. On learning that the *Tijpanas* was from Amoy, the pilot affirmed, although the Master strongly expressed his disbelief in the fact, that Amoy was an infected port and the ship must therefore fly the yellow flag and anchor in Chung Kwang Bay for the night. Knowing the penalties for ignoring the Quarantine Regulations, the Master decided not to run any risks. On entering the Harbour the following morning the Health Officer of the port boarded the steamer, demanded to know why the yellow flag was flying, and on being told the reason, said the Pilot was a fool and evidently did not know his business. As the result of this incorrect information supplied by the pilot the ship lost 12 hours before reaching her anchorage. In coming down the Southern fairway to seek anchorage room, with the Master on the bridge and Chief Officer on forecastle head, nothing was noticed indicating that a wreck was submerged. The two salvage junks may have had a red flag up, but in the calm prevailing this was not noticeable. Moreover, the two bunnies were coloured a rusty red and were indistinguishable from the ordinary fairway buoy. It may here be remarked that the following day steps were taken to paint the wrecking bunnies green with "Wreck" in unmistakable white letters.

Further, on account of the slack state of the tide, steamers were lying at the wharves in all directions, it was undoubtedly difficult to define the fairways or to find a suitable place to anchor. The Pilot eventually fixed on a space, but his knowledge afterwards proved to be at fault, as the steamer had eventually to move her ground to prevent fouling neighbouring vessels. On the 25th ultimo, before the Harbour Master, the Captain was fined \$10 for negligent navigation in the Harbour and ordered to make good any damage done by his vessel fouling the wreck bunnies near the remains of the *Pekin*. Had the bunnies been properly marked the Captain and Chief Officer would undoubtedly have kept clear of the wreck and take the ship out of the pilot's hands in time to prevent the mishap, but the pilot directed the ship between the bunnies thus proving by his want of local knowledge that he was incapable of acting as such and, in addition, as shown above, he was unable to find a suitable anchorage.

It will be apparent to His Excellency that masters of steamers coming into this increasingly crowded Harbour must rely to a great extent on the advice of a local pilot, otherwise they would not employ these men. It is therefore very hard on the masters not to be allowed to bring the pilot up before the Harbour Master for punishment, or at any rate to give evidence as to the facts in the case of an accident, and it does not alter the fact that here in Hongkong, with an amount of shipping exceeded by only two ports in the world, we have uncertified pilots placed in charge of shipping.

As has been pointed out in the past, many commanders are obliged, on arrival at the entrance of the harbour, to take the first man as pilot who boards his ship, without having any means of knowing whether he is capable of handling the vessel properly or not. Certain Commands, as the Commander of the *Tijpanas*, learn too late of the utter incompetence of the men they have employed. It is not possible at Penang or Singapore; why then at Hongkong? Hongkong has an unenviable record as the only British port either at Home or in the Colonies where uncertified pilots are allowed to ply for hire.

The Chamber hopes that His Excellency the Officer Administering the Government may see his way to consent to the licensing of all pilots plying for hire within the limits of the port, and thus rid it of a danger which menaces its shipping.—I have, etc.,

(Sd.) A. R. LOWE,

Secretary.

Hon. A. M. Thomson,

Acting Colonial Secretary.

The Acting Colonial Secretary replied on the 19th of December, 1903, as follows:—"I am directed to acknowledge receipt of your letter of the 14th instant regarding the question of the licensing of pilots, and to inform you that the matter is now receiving the attention of the Government."

5TH CO.-GRESS OF THE CHAMBERS OF COMMERCE.

The official report of the proceedings at the meeting held in Montreal on 17th, 18th, 19th, 20th and 21st August last was laid on the table.

NEW GERMAN CUSTOM TARIFF.

A letter was read from the Acting Colonial Secretary stating that the German Government had issued a notification indefinitely prolonging the existing arrangements relating to the General Customs Tariff.

AUDITORS.

It was agreed to invite the previous year's Auditors, Mr. J. V. Vernon and Hon. Gershom Stewart, to certify the accounts for 1903.

HONGKONG ROPE MANUFACTURING CO., LD.

The following is the report for presentation to the shareholders at the twelfth ordinary general meeting to be held at the office of the general managers on the 6th February at 11 o'clock a.m.

The net profit including the balance brought forward from last year amounts to \$23,595.13, which is proposed to be appropriated as follows:—

To place to reserve fund \$15,000.00; to pay a dividend of 20 per cent. \$100,000.00; to carry forward to the credit of next year's account \$8,395.13.

Consulting Committee.—In accordance with the articles of association, Messrs. A. J. Raymond, D. E. Brown and J. H. Lewis retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. T. A. Ar old and W. H. Potts, who are recommended for re-election.

The accounts are as follows:—

PROFIT AND LOSS ACCOUNT.

Auditors' fees ... \$400.00

Consulting committee's fees ... 4,000.00

Interest ... 1,278.85

Depreciation for 1903 written off ... 157,163.13

Balance ... 123,395.13

\$14,685.00

Balance brought forward from 1902 \$13,501.86

Balance of working account ... 131,183.14

\$14,685.00

BALANCE SHEET.

Capital 10,000 shares at \$50 paid up 500,000.00

Reserve fund ... 35,000.00

Sundry creditors ... 7,513.03

Due general managers ... 8,963.78

H.K. & S. Banking Corporation ... 19,749.33

Balance of profit and loss account ... 123,395.13

\$694,621.27

Assets.

Land, factory, machinery, &c., as per last a/c. \$258,000.00

Expended on additions and extensions to 31st December, 1903 ... 2,711.62

\$260,711.62

Less depreciation ... 157,163.13

\$103,548.49

Inventory, hemp, &c. in factory, valued at 195,545.19

Rope, on consignments, value at 153,075.00

Fire insurance premium, account 1904 1,746.72

Sundry debtors ... 65,853.33

Cash in hand ... 2,051.03

Cash at factory ... 10.00

Investment of reserve fund; in 800 shares China Provident Loan & Mortgage Co., Ltd ... 31,300.00

\$694,621.27

THE WEST RIVER TRADE.

THE OPENING OF KONGMOON.

(From Our Correspondent.)

CANTON, 25th January.

The rush for the river trade has commenced in earnest, and the Hongkong, Canton and Macao Steamboat Co., Ltd., who are evidently believers in the proverb "first come first served," are already running three boats a day to the new ports.

The *Ying King*, a Chinese owned steamer that recently completed her trials at Hongkong, starts on the line to-day, and the two new French boats are expected here shortly. Besides these vessels plying on the river there are also the *Tai On*, *Kowloon*, *Kwongchow*, *Sun Cheung* and the *Hoi Ho*. The *Kwongchow*, a sister ship to the *Kowloon*, is being built by Messrs. W. S. Bailey & Co. at your port, and it is stated she will be ready early next month.

The Steamboat Co. have now three boats on the direct run from Canton to Wuchow. Another new steamer is building for them at the Hongkong and Whampoa Dock Co., and they have bought another from Messrs. Banker and Co., which will be ready to put on the line some time during February. The French company are running the steamers *Le Rhone* and *Hongkong* on the same route. Messrs. T. Edwards and Co., acting for a Chinese firm, are also putting on the *Hun Lee*, which will ply from Hongkong to Canton and direct to Wuchow.

The Commissioner of Customs, together with Mr. Campbell, the Acting British Consul General, left here yesterday morning, on board the Customs' armed revenue launch *Tien On*, to inspect Kongmoon. This port will enter into its new phase of existence, as an "open treaty port," on the first day of the Chinese New Year. The Customs' cruiser *Fetchoo*, commanded by Captain Harris, has been at Kongmoon more than a month making a careful hydrographical survey of the river, and a chart of the new port will shortly be published.

THE MEXICAN DOLLAR.

"AMAZING MISCONCEPTIONS."

The following letter is addressed by the managers of the Banks at Manila to the local Cablenews:—

Manila, 21st January, 1904.

Editor, Cablenews.

Sir,—We the undersigned Exchange Banks consider it our duty both to our clients and to the public to remark on the amazing misconception uttered by the Hon. the Minister of Finance and Justice at the Ayuntamiento this morning.

He stated that in 1903 the surplus of the Mexican Government aggregated 15,000,000, also that certain persons, meaning ourselves, made a strong effort in August last to get the Government to stop the importation and take over all the Mexicans in the Islands at par with coins. On this foundation he makes the allegation that if these points had been conceded, the rich corporations and wealthy individuals (by these we understand banks and Chinese) who had exported \$15,000,000 would have made a profit of one to two million dollars, or 7 to 14 per cent on the whole \$15,000,000.

We believe that up to August 13—the date in question—about Mex. \$11,000,000 (net) had already been exported, therefore the profit of one to two millions would have given a profit of 25 to 50 per cent on the Mexicans since exported!

Now the exports were made by two sets of individuals, Chinese and banks—the former being the largest operators. First take the Chinese case. In order to export Mexicans they had to raise the money to buy them with. This was done by selling telegraphic transfers on Hongkong, getting back U.S. currency from Hongkong for re-sale here, proceeds of merchandise imported, etc. It should be plain to the meanest intelligence that if the government had come out as buyers of Mexicans at par with coins, the Chinese would have had to give equivalent prices in U.S. currency on Hongkong, U.S. currency or goods.

Now take the banks' case: the banks not only have a cash balance and debts due to them, but also have liabilities against deposits, and if they square up they have nothing left. The money obtained for buying Mexicans was obtained by selling foreign exchange against which the Mexicans were sold by telegram for forward delivery in London, China, etc. Had the government come out as buyers at par with coins, exchange rates would have gone up to the same equivalent, so were would have been the fair profit of which the Hon. Secretary of Finance and Justice dreams?

The only possible way to have made any profit by such government action would have been to buy the Mexicans when they were cheap before the government acted, sit upon them, and wait till the government would buy them at par.

That such was not the case is proved by the fact that in August last the Banks were shorter of local currency than they have been for many years; in fact, they had to stop advancing and restrict to a great extent purchasing foreign exchange.

Now with regard to the Straits Settlements; the statement made by the Minister of Finance is a distortion of facts, because he left out the

most important fact, viz., that the Straits Settlements government, before bringing any legislation into being, is changing at par all the British and Mexican dollars now in circulation. Not only changing at par, but working in full sympathy and touch with the chambers of commerce and banks to make the new scheme a success.

We can only regret that such an extraordinary speech should have made this letter necessary.

For the Chartered Bank of India Australia and China.

T. E. SANSOM, Agent, Manila.

For the Hongkong and Shanghai Banking Corporation.

D. C. JONES, Manager.

For the International Banking Corporation.

R. W. BROWN, Manager.

For the Guaranty Trust Company of New York.

A. P. BULLEN, Manager.

MR. JONES ON THE CURRENCY LAW.

Manila, 19th January, 1904.

To the Hon. Members of the U.S. Commission.

Dear Sirs,—I would respectfully draw your attention to the fact that, in my opinion, the proposed Currency Law as re-enacted is much too drastic, especially under existing conditions, as with our whole financial system still based on a Spanish-Filipino-Mexican Currency, such a radical change at such short notice would be fatal.

Before bringing into effect the various sections of this proposed Currency Act, it will be necessary to advertise broadcast all over the Islands and in the various dialects such a radical measure, and even if this were taken in hand at once I doubt very much if, by 30th June next, the larger proportion of the population of these Islands, widely spread and ignorant as it would be even aware of the proposed change, let alone prepared to act on it, it has been suggested by some that 31st Dec. would be sufficient notice but again I doubt if even then the natives would realise the position they might be placed in as regards their silver currency and would ultimately be heavy, if not the only sufferers.

It might be that this Law, as applied to Mexican currency only, and in view of the often expressed determination of the Government not to protect this coin, could, after long notice and when the public generally are fully intimate with the present regulations regarding its status, be enforced though at considerable hardship to individuals, in view of the fact that, in my opinion, stocks of this coin are not so large, but any such action in regard to the Spanish-Filipino Currency would be most unjust as it is the actual coin of the country and is such should be unreservedly protected by the Government at any cost.

The Spanish-Filipino currency has been always considered legal tender in the Islands and is still recognized as such among the masses even to the point, I understand, that it is to a certain extent protected by Articles in the Treaty of Paris, and, in my opinion, in the event of any action which has, as its ultimate object, a final rejection of this currency, however far ahead it may be, could only be robbed of its equity and made supportable should the Government call it in at once fixed and favourable rate for at least one year to allow the ignorant natives to avail themselves of the Government offices to alter the Government rate, as I do not think it right that they be ultimately left with a depreciated money, taken in good faith as legal tender for all times, which, once abandoned by the Government, will be very difficult to be disposed of, as I doubt if the Banks would be inclined to buy it freely at anything near its intrinsic value.

The idea I have of fixing an unchangeable rate for converting the Spanish-Filipino Currency will be to assist in a great measure the speedy conversion, as when once the public, more especially in the provinces, knows that there will be no further fear of fluctuations, they will, I think, accept the inevitable and the Banks can even use pressure on customers and insist on the conversion; with a fluctuating rate this will be difficult and I am afraid the public, as heretofore, will continue to expect a better exchange than that ruling and the Banks bring unable to exercise pressure on individuals to convert owing to the fact that the rates offered will naturally be arbitrary, nothing will be done and we would find most of the holders of local currency on 30th June in the Islands in the same condition of unpreparedness as they are to-day and there will be general complaint of having to pay the 5 per cent tax on Bank Balances, a very impracticable measure.

As regards the rate for the conversion of the Spanish-Filipino Currency, I do not see why this should follow the market value of silver, the Spanish-Filipino coin is far below the intrinsic value of the Mexican, the Government are prepared to face a loss in its recoinage, therefore why not face the loss at once by fixing a stable rate? Moreover, there is no reason why the Government should not be prepared to face any actual loss on recoinage, not allow the Spanish-Filipino Currency to circulate jointly with the Philippine Currency, calling it in gradually, in the meantime allowing it to be absorbed.

Another point should be carefully considered, which is that it is imperatively necessary that the new Philippine Currency should be freely in circulation, which in my opinion will take several months, if not longer, to do, before the country can be in a position to accept any drastic measure such as that proposed. It is all very well to impose heavy penalties on the use of a Currency, but before doing so the public must have a substitute actually in circulation and the basis of mercantile exchange, and I maintain that the new Currency cannot come freely into circulation until there are plain inducements offered the ignorant to accept it and the country is forced to do so by the increasing scarcity of the local currency, which I think every one expects now that the prohibition of Mexicans is a "fait accompli."

Finally, I would strongly recommend that this Currency Act be held over for at least six months in order to gauge what effect the Law just passed prohibiting the import of Mex. has on the Currency system; in due course if the prohibition Act does not have the effect of a gradual improvement of existing conditions, which, I understand, is the earnest and only wish of the Government such an Act as that proposed might be discussed in a modified and less complicated form; the Government, however, always being prepared to make a conversion of Spanish-Filipino Currency at fixed ratio, thus avoiding friction and abuses, which, in Manila, might be checked, but in the provinces certainly would not be where the natives would be hopelessly fleeced by Chinese retailers and charged heavy discounts on all commercial transactions.

I think also if the Government during the next six months earnestly endeavours to call in Spanish-Filipino Currency, offering liberal rates, that is to say, following faithfully the actual market value of the coin here our financial experts will then be able to gauge better the amount of local currency and Mex. actually in circulation when it might be advisable to alter the wording of the Act considerably or even abandon it.—Yours faithfully,

D. C. JONES.

TELEGRAMS TO EUROPE.

Owing to an interruption of one of the cables between Penang and Madras, there is at present some delay on telegrams exchanged with India and with Europe via Eastern.

Restoration of normal communication is looked for about Friday or Saturday next.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. ... 1/9 1/16

Do. demand ... 9 7/16

Do. 4 months' sight ... 1/9 11/16

France—Bank T.T. ... 2 1/4

America—Bank T.T. ... 4 1/2

Germany—Bank T.T. ... 1 1/2

India T.T. ... 1 1/2

Do. demand ... 1 1/2

Shanghai—Bank T.T. ... 7 1/4

Japan—Bank T.T. ... 8 1/4

Singapore—Bank T.T. ... Nominal

Java—Bank T.T. ... 10 1/2

Buying.

1 months' sight L/C ... 1/9 13/16

6 months' sight L/C ... 1/9 15/16

10 days' sight San Francisco & New York ... 4 1/2

1 months' sight do. ... 4 1/2

30 days' sight Sydney and Melbourne ... 1/10 1/16

4 months' sight France ... 2 1/4

6 months' sight do. ... 2 1/4

1 months' sight Germany ... 1 1/2

4 months' sight do. ... 1 1/2

5 months' sight do. ... 1 1/2

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM N.V. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL	"PINGSUEY"	On 26th January.	
GLASGOW AND LIVERPOOL	"MOYUNE"	On 28th January.	
GLASGOW AND LIVERPOOL	"GLAUCUS"	On 30th January.	
GLASGOW AND LIVERPOOL	"PAKING"	On 1st February.	
GLASGOW AND LIVERPOOL	"IDOMENEUS"	On 3rd February.	
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 5th February.	
GLASGOW AND LIVERPOOL	"MENELAUS"	On 7th February.	
GLASGOW AND LIVERPOOL	"RHIPEUS"	On 9th February.	
GLASGOW AND LIVERPOOL	"MACHAON"	On 11th March.	
GLASGOW AND LIVERPOOL	"TELEMACHUS"	On 13th March.	

S.S. "PINGSUEY" left Singapore 20th inst. and is expected here 26th inst.
S.S. "MOYUNE" left Singapore 22nd inst. a.m. and is due here 28th inst.

HOMEWARDS.

FOR	STEAMERS	TO	DATE
AMSTERDAM & LONDON	"DIOMED"	On 2nd February.	
LONDON & ANTWERP	"NESTOR"	On 5th February.	
LONDON & ANTWERP	"KINTUCK"	On 10th February.	
GENOA, MARSEILLES & L'POOL	"KEEMUN"	On 22nd February.	
LONDON & ANTWERP	"MOYUNE"	On 1st March.	
LONDON & ANTWERP	"GLAUCUS"	On 15th March.	
LONDON & ANTWERP	"PAKING"	On 20th March.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEY"	On 28th January.	
	"AGAMEMNON"	On 24th February.	

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th January, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"SZECHUEN"	27th January.	
MANILA	"KANSU"	28th "	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"ANHUI"	28th "	
SHANGHAI	"WOO-SUNG"	29th "	
CEBU	"HUNAN"	29th "	
IOLOLO	"LOHANG"	1st February.	

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

M.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th January, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 30th Jan., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 6th Feb., at 10 A.M.
PERLA	1980	A. H. Nolley	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 23rd January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Jan. 30, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "
"INDRASAMHA"	5,197	W. E. Craven	Mar. 15, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE

BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	TUESDAY, 2nd February, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,860	"

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

K. MATSUDA, Acting Manager.

Hongkong, 25th January, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.
33 1/3 per cent.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First-Class Accommodation, Un-
rivalled Table. *Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd January, 1904

STEAM TO CANTON.

THE Splendid New Steel Twin Screw
Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-
KONG for CANTON at 8.30 P.M. on SUNDAYS,
TUESDAYS and THURSDAYS, returning
to Hongkong the following days leaving
CANTON at 5 P.M. Unexcelled Accommoda-
tion for First Class Passengers. Ship lighted
throughout by Electricity.

Passage Fare, \$4 Single Journey.
Meals \$1 each.

The Company's Wharf is West of the Hong-
kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 3, Queen's Road West.
Hongkong, 30th May, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M., on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.
FARE.—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3 1/2 hours to reach
Macao.

MING ON & CO.,
2nd Floor, No. 15, Victoria Street.
Hongkong, 5th January, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA,
THE Company's Steamship

"YARRA,"
Captain Seller, will be despatched for the above
Ports, TO-DAY, the 26th instant.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 19th January, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above
TO-MORROW, the 27th instant, at 4 P.M.
This Steamer has Superior Accommodation
for First class Passengers, and is fitted through-
out with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 22nd January, 1903.

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, SALINA CRUZ MEXICO
AND PORTLAND OREGON.

THE Steamship

"LOTHIAN,"
Captain J. C. Williamson, will be despatched for
the above Ports, on SATURDAY, the 30th
instant, at Daylight.
For Freight, apply at the Company's Office,
No. 20, Des Voeux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong, 25th January, 1904.

"SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP
AND HAMBURG.

THE Company's Steamship

"RADNORSHIRE,"
Captain C. H. Burch, on or about SATUR-
DAY, the 30th January, 1904.

These Steamers have Superior Accommoda-
tion for Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 5th January, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.
1904.

"SIKH" About 2nd Feb.

"AGAM" 5th Feb.

"AFRIDI" To follow.

For Freight and further information, apply
to DODWELL & Co., LIMITED,
Agents.

Hongkong, 26th January, 1904.

Shipping—Steamer.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"
Captain J. C. Spencer will be despatched for the
above Ports, TO-MORROW, the 27th instant,
at 3 P.M., instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 25th January, 1904.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship

"GLENLOCHY,"
Captain Stallard, will be despatched as above
on TUESDAY, the 2nd February, 1904.
For Freight, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th January, 1904.

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

MEE CHEUNG,
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a specialty.

Hongkong, 22nd January, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 CENTS) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiress will also be most grateful
for any PAPERS, or old ENVELOPES to be made
into Books for the Children of the Poor Schools.
who are taught by the Sisters.

Hongkong, 22nd April, 1903.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 23rd January, 1904. per 50 lbs.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	17
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	13
" Soup, Tong Yuk	13
" Steak—Ngau Yuk Pa	17
" Sausages—Ngau Yuk Ching	15
" Serjins—Ngau Yuk Ching	15
" Tongue fresh—Ngau Li	15
" Corned—Ham Ngau Li	15
" Head—Ngau Tau	15
" Heart—Ngau Sum	15
" Hump, Salt—Ngau Kin	13
" Feet—Ngau Kerk	13
" Kidneys—Ngau Yiu	13
" Tail—Ngau Mei	13
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	9
" Calves' Head and Feet—Ngau-chai- tau-koek	75
" Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
" Brains—Chi Cheong	12
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	13
" Heart—Chi Sum	13
" Kidneys—Chi Yiu	13
" Liver—Chi Con	12
" Pork Chop—Chi Pai Kwai	18
" Corned—Ham Chi Yuk	18
" Leg—Chu Pei	18
" Fat or Lard—Chu Yau	18
" Sheep's Head and Feet—Yeung Tau	18
" Keok	55
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	6
" Liver—Yeung Con	6
" Sucking Pig, To Order—Chu Chai	16
" Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	17
" Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	25
Capons, Large, Small—Sin Kai	22
Ducks—Ap	22
Doves—Pan Kau	15
Eggs, Hen—Kai Tan	15
Fowls, Canton—Kai	25
Hainan—Hoi Nam Kai	25
Geese—Ngai	22
Geese, Wild Shanghai—Sheung Hoi Ye	22
Ngo	35
Musk Deer—Wong Keng	35
Hare—Tu Chai	65
Partridge—Che Khoo	65
Pheasant—Shan Kai	140
Pigeons, Canton—Pak Kip	25
Hollow—Hollow Pak Kip	25
Quail—Um Chai	25
Rice Birds—Wo Fa Chai	25

Snipe—Sa Chui

Turkeys, Cock—Fo Kai Kung	22
Hen	20
Wild Ducks, Shanghai, Su Ap	15
Teal, Shanghai, Su Ap Chai	15
Wild Ducks, Canton—Sang Shing, Su	15
Appa	80

FISH.

Barbel—Ka Yu	13
Bream—Bin Yu	16
Canton Fresh Water Fish—Hoi Sin Yu	13
Carp—Li Yu	13
Catfish—Chik Yu	13
Codfish—Mun Yu	13
Crabs—Hoi	14
Cuttle Fish—Muk Yu	12
Dab—Sa Mang Yu	12
Dace—Wong Mei Lun	12
Dog Fish—Tui Yu	12
Eels, Congor—Hoi Man Yu	12
" Fresh water—Tam Sui Yu	12
" Yellow—Wong Sin	12
Frogs—Tien Kai	12
Garoupa—Sek Pan	12
Gudgeon—Pak Kup Yu	12
Herrings—Tso Pak	12
Halibut—Cheung Kwan Yu	12
Labrus—Wong Fa Yu	12
Loach—Wu Yu	12
Lobsters—Lung Ha	20
Mackerel—Chi Yu	10
Monk Fish—Mon Yu	24
Mullet—Chai Yu	22
Oysters—Sang Hoo	16
Parrotfish—Kai Hoo Yu	16
Perch—Tau Loo	15
Pike—Fa Pau Poong	15
Plaice—Pan Yu	16
Pomfret, Black—Hak Chong	20
Pomfret, White—Pak Chong	28
Prawns—Ming Ha	40
Ray—Pei Pa Sa	8
Rock Fish—Sek Kau Kung	18
Roach—Chun Yu	11
Salmon, (Cotton), fresh water—Ma Yau	28
Shark—Sa Yu	9
Skate—Po Yu	10
Shrimps—Ha Yu	24
Snapper—Lap Yu	20
Sole—Tat Sa Yu	18
Tench—Wan Yu	14
Turbot—Cho Hoi Yu	18
Turtles, small, fresh water—Kook Yu	60
White Bait—Ngau Yu Chai	10

FRUITS.

Almond—Hung Van	20
Apples, (California)—Kam San Ping	15
" (Chico)—Tin Chun Ping	15
" Small—Hoi Tong	15
" Custard—Fan Lai Chi	15
Bananas, fragrant, Canton—Sang Sheng	3
Heung Chiu	3
" (brides), Macao—Sang Heung Chiu	3
Chestnuts, Chinese—Foong Loo	8
Carambola—Yeung Tou	9
Cocoanuts—Yeh Tsz	9
Grapes—Sin Tai Tsz	8
Lemons, China—Ning Moong	8
" Amer.—Kum San Ning Moong	6
Lichees, Dried—Lai Chi Con	15
" Fresh, Lai Chi	6
Limes, (Sai Gon)—Sai Kung Ning	6
Moong, (Sai Gon)—Sai Kung Ning	6
Mango, Manila—Lui Sung Moong	6
Mango, Saigon—Sai Kung Moong	6
Mangosteens, San Chuk Tsz	6
Oranges, (Canton)—Sang Sheng Tim	6
" Chang	6
" Small—Tai Kut	6
" Mandarin—Tim Kut	6
Olive—Pak Lam	6
Pears, (American)—Kam San Shat Li	6
" (Canton), Cooking—Sa Li	6
" (Shanghai)—Sheung Hoi Li	6
Peanuts, —Fa Sang	15
Perisperm Large—Hung Chie	15
Pine-apples, 1st quality—Sheng Poon	6
" 2nd quality—Chung-tang	6
" Paw-lau	6
" Paw-lau	6
Platane—Tai Chen	6
Plums, Swatow—Hung Lai	6
Pumelo, Siam—Chin Lo Yau	6
Walnuts, Hop Tou	12
" Green—Sang Hop Tuo	8

SHIPPING.

Arrivals.

Kumano Maru, Jap. s.s., 3,147, Butler, 25th Jan., Manila 23rd Jan., Gen.—N. Y. K.
Zafiro, Br. s.s., 1,611, Rodger, 25th Jan., Manila 23rd Jan., Gen.—S. T. & Co.
Yuensang, Br. s.s., 1,128, Rolif, 25th Jan., Canton 25th Jan., Gen.—J. M. & Co.
Kalgan, Br. s.s., 1,143, Speed, 25th Jan., Canton 25th Jan., Gen.—B. & S.
Haitian, Br. s.s., 1,832, Roach, 26th Jan., Swatow 25th Jan., Gen.—D. L. & Co.
Kwongson, Br. s.s., 1,427, Lake, 26th Jan., Canton 25th Jan., Gen.—J. M. & Co.
Daigi Maru, Jap. s.s., 846, Groves, 26th Jan., Swatow 25th Jan., Gen.—O. S. K.
Pronto, Norw. s.s., 837, Seeborg, 26th Jan., Haiphong and Hoihow 24th Jan., Rice and Pigs.—E. A. T. Co.
Alouette, Fr. gunboat, 500, Varney, 26th Jan.,—Shanghai 22nd Jan.
Whampon, Br. s.s., 1,109, Lavers, 26th Jan.,—Shanghai and Swatow 25th Jan., Gen.—B. & S.
Petarch, Ger. s.s., 1,252, Ahrens, 26th Jan.,—Mojito 19th Jan., Coal—S. W. & Co.

Clearances at the Harbour Office.

Progress, for Tauron.
Maidauru Maru, for Swatow.
Clara Jehsen, for Hoihow.
Kwongchow, for Canton.
Changui, for Wuchow.
Wo Kwei, for Wuchow.
Iyo Maru, for Shanghai.
E. Ferd. Luetsch, for Yokohama.
Wingchui, for Macao.
Hoi Ho, for Canton.
Tsinan, for Kobe.

Departures.

Jan. 25.
Ajax, for Shanghai.
Jan. 26.
Polynesian, for Swatow.
Hindoo, for Swatow.
Tingning, for Wuhu.
Edendie, for Phan Rang Bay.
Redella Maru, for Manila.
Lydia, for Canton.
Kowloon, for Canton.
Macao, for Bombay.
Tsinan, for Kobe.
Oscar II, for Kutchinotzu.
Clara Jehsen, for Annipie.
C. Ferd. Luetsch, for Yokohama.
Kalgan, for Shanghai.
Maria Valeris, for Bombay.
Progress, for Tauron.
Kwongchow, for Shanghai.
Iyo Maru, for Seattle.

Passengers Arrived.

Per Yuensang, from Manila—14 Europeans, and 166 Chinese.
Per Haitian, from Swatow—Messrs. Grey, Sutherland, and 30 Chinese.
Per Zafiro, from Manila—Messrs. Luis Cantelva, H. B. Sullivan, Jules Valentin, H. Bakker, Julian Gola Cagigas, J. H. Harding, Chao Hong Giam, and 164 Chinese.
Per Kalgan Maru, from Australia, &c. for Hongkong, Mr. and Mrs. G. J. Hoskins, Messrs. L. Hoskins, G. Hoskins, E. Hoskins, M. Hoskins, Mrs. Garlich, Messrs. A. Philip, R. F. Munne, C. L. Johnson, Isidro Sidero, Geo. Williams, F. S. Giras, F. H. Carpenter and J. Payne, For Kobe—Mr. K. Kibbe Stuart, Mrs. Meyer, Mr. and Mrs. Inouye and child, Comdr. Colquhoun, Messrs. D. B. Fullerton and T. O. Richardson.

Shipping Reports.

Str. Yuensang from Manila—Strong monsoon, high sea.
Str. Haitian from Swatow—Strong to moderate N.E. wind.
Str. Whampon from Shanghai—Strong winds and high sea, weather clear.
Str. Zafiro from Manila—Fresh monsoon, moderate sea and fine weather.

Steamers Expected.

Vessels	From	Agents	Due
Hitachi Maru	Singapore	N. Y. K.	Jan. 27
Rosetta Maru	Manila	T. K. K.	Jan. 28
Moyone	Singapore	H. & S.	Jan. 28
Shawmut	Mojito	D. & Co.	Jan. 29
Chusan	Singapore	P. & O. Co.	Jan. 31
Sachsen	Japan	M. & Co.	Feb. 2
Suisan	Singapore	J. M. & Co.	Feb. 3
Indrapura	Portland	P. & A. Co.	Feb. 3
Siberia	San Francisco	P. M. Co.	Feb. 4
Seydlitz	Colombo	N. & Co.	Feb. 4
Tacoma	Victoria	N. P. Co.	Feb. 11
Coptic	San Francisco	O. & O. Co.	Feb. 12

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
H.M.S. Robin	at Kowloon Dock		Jan. 27
H.M.S. Sparrowhawk	"		Jan. 28
Paul Beau	"		Jan. 28
Bjorn	"		Jan. 29
Germania	"		Jan. 31
Ellen Rickmers	"		Feb. 2
U.S.A.T. Lusum	"		Feb. 3
Perla	"		Feb. 3
Kansu	"		Feb. 3
Tartar	"		Feb. 3
H.I.G.M.S. Mowee	"		Feb. 4
H.M.S. Glory	"		Feb. 11
Vigilant	"		Feb. 12
Chilili	"		Feb. 12
Triton	"		Feb. 12
Mongkut	"		Feb. 12
C. Harduin	"		Feb. 12
Macchew	"		Feb. 12
Dorothea Rickmers	"		Feb. 12
Rein	"		Feb. 12

Ships Passed The Canal.

Swatow, Amoy and Tamsui—Per Daiji Maru, 29th Jan., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Daiji Maru, 29th Jan., 11 A.M.
Canton—Per Heungshan, 29th Jan., 1.15 P.M.
Cebu and Sandakan—Per Huanan, 29th Jan., 3 P.M.
Macao—Per Fatsan, 29th Jan., 5 P.M.
Mojito, Salina, Cruz, Mexico and Portland, Or.—Per Lothian, 29th Jan., 5 P.M.
Canton—Per Kinsan, 30th Jan., 7.30 A.M.
Manila—Per Zafiro, 30th Jan., 9 A.M.
Mojito, Kobe, Yokohama and Portland, Or.—Per Indravelli, 30th Jan., 10 A.M.
Macao—Per Heungshan, 30th Jan., 1.15 P.M.
Canton—Per Hankow, 31st Jan., 9 A.M.
Hoihow—Per Ichang, 31st Jan., 3 P.M.
Sachsen, 3rd Feb., 11 A.M.
Manila—Per Rudi, 6th Feb., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India, 10th Feb., 11 A.M.

Vessels in Port.

STRAITERS.
An Pho, Br. s.s., 902, Kynoch, 21st Jan.,—Saigon 16th Jan., Rice—H. & Co.
Athenian, Br. s.s., 2,440, Robinson, 13th Jan.,—Vancouver, B.C., 14th Dec., and Shanghai 10th Jan., Flour and Gen.—C. P. R. Co.
Charles Harduin, Fr. s.s., 876, Laumge, 15th Jan.,—Nantes 15th Nov., and Singapore 3rd Jan., Ballast—M. M.
Chihli, Br. s.s., 1,142, Tuedden, 16th Jan.,—Canton 16th Jan., Gen.—B. & S.
Claverburn, Br. s.s., 2,358, Parker, N.R.R., 27th Dec.,—New York 27th Oct., Case Oil, S. O. Co.
Daiji Maru, Jap. s.s., 1,733, Yokoyama, 23rd Jan.,—Kobe 16th Jan., Coal—H. U. Jeffries.
Director Arthur Barty, Ger. s.s., 136, Elder, 7th Jan.,—Emden Germany 21st Oct., Ballast—J. & Co.
Doric, Br. s.s., 4,975, Smith, N.R.R., 19th Jan.,—San Francisco and Shanghai 16th Jan., Mails and Gen.—O. & O. S. Co.
Dorothea Rickmers, Ger. s.s., 1,901, Schaefer, 13th Jan.,—Bangkok 4th Jan., Rice—Order.
Emm, Ger. s.s., 1,681, Ziegenmeyer, 19th Jan.,—Hamburg and Singapore 8th Jan., Gen. and Sugar—S. W. & Co.
Empire, Br. s.s., 4,500, Helms, 24th Jan.,—Australia 3rd Jan., and Manila 21st Jan., Gen. L. & Co.
Empress of India, Br. s.s., 3,003, Marshall, 19th Jan.,—Vancouver 28th Dec., and Shanghai 17th Jan., Mails and Gen.—C. P. R. Co.
Haitian, Fr. s.s., 377, Andersen, 24th Jan.,—Pakhoi and Hoihow 21st Jan., Gen.—A. R. N.
Indravelli, Br. s.s., 3,351, Craven, 22nd Jan.,—Portland, Or. 18th Dec., Gen.—P. & A. S. Co.
Ichang, Br. s.s., 1,214, Jones, 23rd Jan.,—Wuhu and Chinkiang 19th Jan., Rice and Oil—B. & S.
Koun Maru, Jap. s.s., 1,783, Minamikawa, 24th Jan.,—Mojito 17th Jan., Coal—Chinese.
Lightning, Br. s.s., 1,122, Penning, 20th Jan.,—Calcutta 31st Dec., Penang and Singapore 13th Jan., Gen.—D. S. & Co., Ltd.
Liscum, Am. transport, 1,071, Healey, 16th Jan.,—Manila 13th Jan., Ballast—U. S. G. Vt.
Lonsok, Ger. s.s., 1,020, Leuss, 21st Jan.,—Bangkok and Angbin 13th Jan., Rice—B. & S.
Lothian, Br. s.s., 4,950, Williamson, 24th Jan.,—San Francisco 2nd Dec., Portland 18th, and Mojito 10th, Flour—C. S. S. Co.
M. S. Dollar, Br. s.s., 4,216, Gow, 11th Jan.,—Mojito 6th Jan., Coal—S. T. & Co.
Maiduru Maru, Jap. s.s., 667, Saitow, 25th Jan.,—Anping via Amoy and Swatow 24th Jan., Gen.—O. S. K.
Mongkut, Ger. s.s., 850, Gotsche, 21st Jan.,—Bangkok 13th Jan., Rice—M. & Co.
M. Struve, Ger. s.s., 956, Brandt, 25th Jan.,—Hongay 22nd Jan., Gen.—A. R. M.
Pisanulok, Ger. s.s., 1,268, Fuchs, 24th Jan.,—Bangkok 15th Jan., Rice and Wood—B. & S.
Quarta, Ger. s.s., 1,146, Johannesen, 29th Dec., Mauritius 4th Dec., Sugar—S. W. & Co.
Rein, Norw. s.s., 725, Olsen, 17th Jan.,—Bangkok 7th Jan., Rice—Kin Tei Long.
Riverdale, Br. s.s., 2,752, Hay, 25th Jan.,—New Zealand 18th Jan., and Australia 22nd, Coal—Admiralty.
Tartar, Br. s.s., 4,125, Evans, 16th Dec.,—Vancouver 16th Nov., and Shanghai 13th Dec., Gen.—C. P. R. Co.
Triton, Ger. s.s., 1,033, Kneft, 15th Jan.,—Saigon 10th Jan., Gen.—S. & Co.
Tsurugisan Maru, Jap. s.s., 2,559, Narasaki, 2nd Jan.,—Kutchinotzu 27th Dec., Coal—M. B. K.

STRAITERS.

On the 26th at 11.30 a.m. The barometer has risen over Japan, fallen in N. China. The anticyclone is moving Eastwards, the central area now lying between N. China and the Sea of Japan.
Gradients are decreasing on the China coast and the monsoon is likely to moderate in the Formosa Channel. Steep gradients with heavy monsoon over the China Sea.
Forecast—fresh N.E. winds; fair.

THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory—

On the 26th at 11.30 a.m. The barometer has risen over Japan, fallen in N. China. The anticyclone is moving Eastwards, the central area now lying between N. China and the Sea of Japan.

Gradients are decreasing on the China coast and the monsoon is likely to moderate in the Formosa Channel. Steep gradients with heavy monsoon over the China Sea.

Forecast—fresh N.E. winds; fair.

Barometer	Jan. 25 at 10 a.m.	Jan. 26 at 10 a.m.
Barometer	30.35	30.26
Temperature	62	61
Humidity	46	67
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

January 26th, 1904, a.m.
Bar. Th. Hu. Wind Wv.

Vladivostok	7 a.m.	30.47	11	85	—	0	b
Vemuro	6 a.m. <td>30.16</td> <td>— <td>— <td>— <td>— <td>—</td> </td></td></td></td>	30.16	— <td>— <td>— <td>— <td>—</td> </td></td></td>	— <td>— <td>— <td>—</td> </td></td>	— <td>— <td>—</td> </td>	— <td>—</td>	—
Hakodate	6 a.m. <td>30.25</td> <td>— <td>— <td>NW</td> <td>4</td> <td>—</td> </td></td>	30.25	— <td>— <td>NW</td> <td>4</td> <td>—</td> </td>	— <td>NW</td> <td>4</td> <td>—</td>	NW	4	—
Tokio	6 a.m. <td>30.34</td> <td>— <td>— <td>NW</td> <td>4</td> <td>—</td> </td></td>	30.34	— <td>— <td>NW</td> <td>4</td> <td>—</td> </td>	— <td>NW</td> <td>4</td> <td>—</td>	NW	4	—
Kochi	6 a.m. <td>30.39</td> <td>— <td>— <td>W</td> <td>0</td> <td>—</td> </td></td>	30.39	— <td>— <td>W</td> <td>0</td> <td>—</td> </td>	— <td>W</td> <td>0</td> <td>—</td>	W	0	—
Nagasaki	6 a.m. <td>30.58</td> <td>— <td>— <td>— <td>—</td> <td>—</td> </td></td></td>	30.58	— <td>— <td>— <td>—</td> <td>—</td> </td></td>	— <td>— <td>—</td> <td>—</td> </td>	— <td>—</td> <td>—</td>	—	—
Kagoshima	6 a.m. <td>30.58</td> <td>— <td>— <td>N</td> <td>4</td> <td>—</td> </td></td>	30.58	— <td>— <td>N</td> <td>4</td> <td>—</td> </td>	— <td>N</td> <td>4</td> <td>—</td>	N	4	—
Oshima	6 a.m. <td>30.47</td> <td>— <td>— <td>NE</td> <td>6</td> <td>—</td> </td></td>	30.47	— <td>— <td>NE</td> <td>6</td> <td>—</td> </td>	— <td>NE</td> <td>6</td> <td>—</td>	NE	6	—
Naha	6 a.m. <td>30.41</td> <td>— <td>— <td>NE</td> <td>6</td> <td>—</td> </td></td>	30.41	— <td>— <td>NE</td> <td>6</td> <td>—</td> </td>	— <td>NE</td> <td>6</td> <td>—</td>	NE	6	—
Ishigaki	6 a.m. <td>30.33</td> <td>— <td>— <td>NE</td> <td>6</td> <td>—</td> </td></td>	30.33	— <td>— <td>NE</td> <td>6</td> <td>—</td> </td>	— <td>NE</td> <td>6</td> <td>—</td>	NE	6	—
Taihou	6 a.m. <td>30.24</td> <td>— <td>— <td>N</td> <td>4</td> <td>—</td> </td></td>	30.24	— <td>— <td>N</td> <td>4</td> <td>—</td> </td>	— <td>N</td> <td>4</td> <td>—</td>	N	4	—
Faichu	6 a.m. <td>30.24</td> <td>— <td>— <td>NE</td> <td>10</td> <td>—</td> </td></td>	30.24	— <td>— <td>NE</td> <td>10</td> <td>—</td> </td>	— <td>NE</td> <td>10</td> <td>—</td>	NE	10	—
Taiwan	6 a.m. <td>30.24</td> <td>— <td>— <td>NE</td> <td>10</td> <td>—</td> </td></td>	30.24	— <td>— <td>NE</td> <td>10</td> <td>—</td> </td>	— <td>NE</td> <td>10</td> <td>—</td>	NE	10	—
Koshun	6 a.m. <td>30.24</td> <td>— <td>— <td>NE</td> <td>10</td> <td>—</td> </td></td>	30.24	— <td>— <td>NE</td> <td>10</td> <td>—</td> </td>	— <td>NE</td> <td>10</td> <td>—</td>	NE	10	—
Pescadore	6 a.m. <td>30.30</td> <td>— <td>— <td>NE</td> <td>10</td> <td>—</td> </td></td>	30.30	— <td>— <td>NE</td> <td>10</td> <td>—</td> </td>	— <td>NE</td> <td>10</td> <td>—</td>	NE	10	—
Weihaiwei	9 a.m. <td>30.62</td> <td>21</td> <td>—</td> <td>S</td> <td>3</td> <td>—</td>	30.62	21	—	S	3	—
Gutslaff	6 a.m. <td>30.61</td> <td>39</td> <td>73</td> <td>ESE</td> <td>3</td> <td>cv</td>	30.61	39	73	ESE	3	cv
Sharp Peak	6 a.m. <td>30.50</td> <td>44</td> <td>88</td> <td>E</td> <td>3</td> <td>—</td>	30.50	44	88	E	3	—
Amoy	6.30 a.m. <td>30.45</td> <td>48</td> <td>71</td> <td>N</td> <td>2</td> <td>c</td>	30.45	48	71	N	2	c
Swatow	9 a.m. <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td>	—	—	—	—	—	—
Canton	9 a.m. <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td>	—	—	—	—	—	—
Hongkong	10 a.m. <td>30.36</td> <td>55</td> <td>63</td> <td>E</td> <td>3</td> <td>0</td>	30.36	55	63	E	3	0
Victoria Peak	10 a.m. <td>—</td> <td>—</td> <td>—</td> <td>ENE<!--</td--> <td>4</td> <td>—</td> </td>	—	—	—	ENE </td <td>4</td> <td>—</td>	4	—
Gap Rock	10 a.m. <td>—</td> <td>—</td> <td>—</td> <td>ENE<!--</td--> <td>2</td> <td>0</td> </td>	—	—	—	ENE </td <td>2</td> <td>0</td>	2	0
Macao	10 a.m. <td>—</td> <td>—</td> <td>—</td> <td>ENE<!--</td--> <td>2</td> <td>0</td> </td>	—	—	—	ENE </td <td>2</td> <td>0</td>	2	0
Haiphong	10 a.m. <td>—</td> <td>—</td> <td>—</td> <td>ENE<!--</td--> <td>2</td> <td>0</td> </td>	—	—	—	ENE </td <td>2</td> <td>0</td>	2	0
Manila	10 a.m. <td>—</td> <td>—</td> <td>—</td> <td>ENE<!--</td--> <td>2</td> <td>0</td> </td>	—	—	—	ENE </td <td>2</td> <td>0</td>	2	0
Dacloed	9 a.m. <td>—</td> <td>—</td> <td>—</td> <td>NNE<!--</td--> <td>5</td> <td>0</td> </td>	—	—	—	NNE </td <td>5</td> <td>0</td>	5	0
Hoihow	10 a.m. <td>29.93</td> <td>80</td> <td>—</td> <td>NNE<!--</td--> <td>2</td> <td>0</td> </td>	29.93	80	—	NNE </td <td>2</td> <td>0</td>	2	0
Cebu	10 a.m. <td>29.94</td> <td>81</td> <td>—</td> <td>N</td> <td>4</td> <td>b</td>	29.94	81	—	N	4	b
C. St. James	10 a.m. <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td> <td>—</td>	—	—	—	—	—	—

VISITORS AT THE HOTELS.

THOMAS.
Berrain, C. F.
Bow, O.
Chakow, J. L.
Chow How Wai
Condy, Mr. C. and 2 children
Grego, Mr.
Fisher, H. L.
Gibson, I. S.
Gibbes, J. S.
Henry, G.
Hough, Dr.
Hawk, A.
Juan Jose Gori
Keeble, Geo.
Kennedy, Mr. and Mrs.
Muay, Mr. & Mrs. H.
Roberts, Capt. W.
Simpson, Capt. F.
Smith, J.
Ting Chuk Nar
Whitley, Mr.
Young, L. C.

Occidental.

Akeburst, C. A.
Burdett, Mrs. F. D.
Chand, Lt. F.
Dickinson, Mr. and Mrs. J.
Ger. Dr. Capt. J. C.
Gibson, Dr.
Kest, Dr. F.
Liddell, Mr. and Mrs.
Lopez, Amro
Lundor, J. H.
North, H. S.
Pezzare, Lieut. T.
Prittitz, A. V.
Rehwalder, Capt.
Rienappel, R.
Schattchnesses, Mr.
Schlechtig, Gustav
Skerchitz, Mrs. & child
Stappelfeld, M.
Stephens, H.
Walters, S.
Wierhmann, Paul
Wilkinson, R.

Kowloon.

Bennie, J.
Barabon, P. A.
Clark, Lieut. T. F.
Koralewski, Lieut.
Lightfoot S.
Ritchie, Mr. and Mrs.
and child
Speakes, Major

HONGKONG.

Abbott, Mrs. S. H.
Anderson, Mr.
Balle, G.
Birrell, H.
Bekard, M.
Black, Mr. and Mrs.
Bogdan, Mr. and Mrs. R.
Brunner, E.
Borthwick, Mrs. R. W.
Brown, W. S.
Buck, Hart
Clark, W. G.
Coates, Col.
Coulson, C. H.
Coulson, C. H.
Cowan, Mrs. A. R.
Dalgleish, Mrs. E.
Davies, Mrs. J. T.
Deacon, F. B.
Denn, C.
Douglas, Capt. & Mrs. J.
Downing, J. C.
Ellis, Mr. and Mrs. A.
Emerson, A.
Freear, W.
Fisher, H. G.
Gex, Mr.
Glover, C.
Grum, C. A.
Grant, A. W.
Greig, R.
Hall, Capt. T.
Hammer, Thos. A.
Harding, J. E.
Haughton, W. B.
Hayton, J. T.
Holmes, C. A.
Hooper, Mr. and Mrs.
Isely, Rev. J.
Jackman, H. T.
Jaffe, D.
Johnson, G. L.
Joseph, Mr. and Mrs.
Katsch, E.
Kempfer, E.
Kirkwood, Miss
Leggatt, E. A.
Lewis, J. H.
Cartier, H. B.
Jules, Mr. & Mrs. P.
Jules, H. M.
Foy, R. H.
Gowland, T. G.
Hawley, Mr. and Mrs.
Geo. T.
Kent, R. A., Lt. Col. E.
Kent, Mrs. E. F.
Kerr, U.S.A., Col. J. A.
Kerr, Mrs. J. A.
Hemplich, W.
Hick, W. M.
Hollingsworth, A. H.
Johnston, Capt. W. P.
Nathan, Joseph

KING EDWARD.

Muelle, Ed. (Consul for Peru)
Rose, Mr. and Mrs. T.
Stephens, Mr. & Mrs. M. J. D.
Stirling, Mrs. Yates
Stirling, Miss Helen
Stirling, Miss Margaret
Stokes, R. N., Capt.
R. H. S.
Stokes, Mrs. R. H. S.
Tatari, Mr. and Mrs. M. P.
Vaughan, H. S.
Wallace, Mrs. H.

CONNAUGHT.

Hills, L. D.
Howard, E.
Kawata, K.
Lee, G. E.
Macfarlane, Dr. and Mrs. H.
Marston, Mr. and Mrs. F. O.
Newborn, R. H.
Raney, Mr. and Mrs. F. O.
Roberts, A. G.
Robertson, W. R.
Rutherford, N. H.
Thomson, J. D.
Whitmore, R. G.
Williams, W. H.

PEAK.

Hardy, R. N., Commander and Mrs.
Jeffries, H. W.
Lewis, R. N., Capt. and Mrs. Vaughan
Lutgens, R.
Martine, R.
McDermott, A. P. B.
Mitchell, R.
Mortimore, Miss E.
Morris, Dr. and Mrs.
Moxon, Mr. and Mrs. Herbert
Ogmaton, Major and Mrs. J. W.
Pollock, H. E.
Pratt, Major and Mrs.
Reid, T. H.
Sawyer, Mrs. W. E.
Sinclair, A.
Smith, A. Findlay
Smith, C. W.
Smith, Mrs.
Stevenson, D.
Watkins, R. E., Capt. and Mrs.
Watson, Mr. and Mrs.
Webb, S. T.
Woodruff, C. E.

CRAIGIEBURN.

Arden, Dr. and Mrs. T. Powell, Mr. and Mrs.
Bent, Mrs.
Crafter, R. H.
Dunn, G. H.
Duff, J. S.
Falcon, C. H.
Gaskell, Mr. and Mrs.
Harvey, Lieut. and Mrs. J. S.
Helm, W.

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation, Ltd.	\$ 125	Div. of £1.10/- @ 1/8 = \$18 for half-year ending 30.6.1903	\$650
National Bank of China, Ltd.	\$ 8	3/11 = \$1.96 for 1902	\$35 b.
Do. Founders	\$ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.	\$ 100	32 per cent = \$32 per share for 1902	\$490 s.
China Traders' In. Co., Ltd.	\$ 25	16 1/2% = \$1.62 for year ended 30.6.1903	\$35 b.
North China In. Co., Ltd.	\$ 5	Final of £1 making £2 for 1902	Tls. 69
Yangtze In. Association, Ltd.	\$ 50	20% = \$2 for 1901	\$135
Antion In. Office, Ltd.	\$ 50	30% = \$15 per share for 1902	\$175 s.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$300 sa. & b.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$21 s.
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 1/4 for half-year ending 30.6.1903	\$31 b.
Indo-China S. N. Co., Ltd.	\$ 10	5% = 10/- per share for 1902	\$73 b.
China & Manila S.S. Co., Ltd.	\$ 50	10% = \$5 per share for 1902	\$17
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$30 b.
"Star" Ferry Co., Ltd.	\$ 5	\$1.20 = 12% for year ending 30.6.1903	\$19
"Shell" Transport & Trading Co., Ltd.	\$ 1	60 cts. = 30.4.03	
Paku Tug & Lighter Co., Ltd.	Tls. 50	3rd Interim of 6d. for 1902	Tls. 11/- sa.
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2% for 1903	Tls. 36 s.
Do. Preference	Tls. 50	Interim of 4% = Tls. 2.00	Tls. 50 sa.
Do.	Tls. 50	Interim of 3 1/2% = Tls. 1.75	Tls. 46 sa.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1903	\$105
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10 s.
Perak Sugar Cultivation Co., Ltd.	Tls. 50	5% = Tls. 2 1/2 for year ending 30.6.03	Tls. 52 s.
MINING.			
Punjom Mining Co., Ltd.	\$ 11	None	\$1 s.
Société Française des Charbonnages du Tonkin	Fr. 250	Interim of Frs. 30 for 1903	\$600 s.
Raub Australian Gold Mining Co., Ltd.	£0.18.10	No. 12 of 1/- per share 28.1.01	\$6 s.
Chinese Engineering & Mining Co., Ltd.	\$ 1	No. 2 of 1/- per share 26.10.03	Tls. 6 1/2 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12% = \$6 for 1/2 year 30.6.03	\$209 b.
S. C. Farnham, Boyd & Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1/2 year ending 31.10.1903	Tls. 123 b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$2 1/2 for 1903	\$95
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$2 1/2 for 1902	\$38 s.
Shanghai & Hongkew Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 197 1/2 s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8% = 30 cents per share for 1903	\$9
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$156
K'loon Land & Building Co., Ltd.	\$ 30	\$2.60 per share for 1903	\$33
West Point Building Co., Ltd.	\$ 50	Interim of \$1 for 1903	\$56 b.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 1/2 year 1903	\$147
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/2% for year ending 30.6.03	\$29 sa.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6% for year ending 31.3.03	Tls. 13 1/2
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$11 1/2 s.
Shai Land Investment Co., Ltd.	Tls. 50	Interim of 6% for 1903	Tls. 109 sa.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	{ Final of 60 cents, making \$1 for 1902/1903	\$15 1/2 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	8% for period ended 31.10.1903	Tls. 32 s.
International Cotton Manufacturing Co., Ltd.	Tls. 75	Interim of 3% on account of 1898	Tls. 25 b.
Lao-ung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4% on acct. of 1898	Tls. 37 1/2
Soy. Chee Cotton Spinning Co., Ltd.	Tls. 500	4% for 1st period ended 31.12.1897	Tls. 170
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25% for year ending 30.6.1900	\$200
Philippine Co., Ltd.	\$ 10	First year	\$10 b.
Shanghai - Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 53 b.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12% = \$1.20 per share for 1902	\$25 b.
China-Borneo Co., Ltd.	\$ 12	First year	\$18 1/2 b.
A. S. Watson & Co., Ltd.	\$ 10	Interim of 2% for 1903	\$14 1/2
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7 1/2
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$7
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$7
Hongkong & China Gas Co., Ltd.	\$ 10	10% div. and 1% bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$145 b.
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1902	\$50 sa.
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$4 for 1903	\$240
Hongkong High-Level Tramway Co., Ltd.	\$ 100	\$20 for year ending 31.11.1903	\$300
Dairy Farm Co., Ltd.	\$ 6	\$1 1/2 for year ending 31.7.1903	\$123 b.
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2 1/2 for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.	£0.12.6		\$5 s.
United Asbestos Oriental Agency, Ltd.	\$ 4	90 cents = \$29.70 for year ending 31.5.03	\$94 b.
Do. Founders	\$ 10		\$210 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Final of 6% making 12% for year	\$15 b.
China Light & Power Co., Ltd.	\$ 10	None	\$5 b.
William Powell, Ltd.	\$ 10	\$1 for year ended 30.6.1901	\$50 40 b.
Maatschappij tot Mijn. Bosch- en Landbouw exploitatie in Langkat, Limited	Guineas 100	{ 1/2 interim dividend of Tls. 7 1/2 paid 15.12.1903 making so far Tls. 35 for the year ending 31.10.03	Tls. 295 s.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$ 50	First year	\$50
South China Morning Post, Ltd.	\$ 25	First year	\$25
Telegraphic Address—"Rialto."		BENJAMIN, KELLY & POTTS, Share Brokers.	
Telephone No. 148, P. O. Box No. 717.			
NOTE.—b=buyers, s=seller, sa=sales.			

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